

Jasper County Radio Control Club Policies, Procedures & Rules.

JCRC is chartered by the Academy of Model Aeronautics (AMA) as Club #5096 and operates on approximately five (5) acres located within the Cypress Ridge Industrial Park (the "flying field") under a Non-exclusive License Agreement with Jasper County. The flying field contains two runways, both starting at a point near the surveyors stake or rain gauge, with one runway running on a heading of 360 degrees toward the water tower (runway 36/18) and the other runway running on a heading of 300 degrees toward the large row of tall trees (runway 30/12). Both runways are approximately 500 feet long and 200 feet wide. The flight line is located along the southwest edge of runway 30/12. Flight operations at the flying field are restricted to daylight hours only between 7:30 a.m. and 8:30 p.m.

JCRC primary objective is the safe flying of radio controlled model aircraft. **SAFETY IS THE RESPONSIBILITY OF EACH MEMBER.**

JCRC operations are governed by the JCRC Bylaws, the AMA National Model Safety Code, the aforesaid Non-Exclusive License Agreement and the following Policies, Procedures & Rules.

1. Only JCRC members in good standing and their guests who are members of the AMA, or an AMA Introductory Student Pilot under the direct supervision of an AMA Pilot Instructor, are permitted to fly at the flying field.
2. New members of JCRC must demonstrate flying proficiency, certified by the Safety Officer (or his designate),

by safely performing a takeoff, touch-and-go landing, standard box pattern flight in both directions and a full stop landing on the runway.

3. Any member who observes an accident involving property damage or physical injury to any person shall immediately call 911 for such assistance as may be necessary or advisable. Each pilot shall have access to a fire extinguisher while at the flying field.

4. No aircraft shall taxi behind the flight line or takeoff, land or fly less than 25 feet in front of the flight line (the "safety line").

5. Gas/glow engines and electric motors shall be started or armed only the area immediately surrounding the aircraft assembly/disassembly tables (the "pit area") and shall not be operated in the pit area for extended periods while trouble shooting or testing purposes including break-in.

6. Extended periods of trouble shooting and testing of gas/glow engines and electric motors (including break-in) can be performed only at the extreme northwest area of the flying field.

7. No alcoholic beverages or drugs shall be consumed by any person at the flying field, including guests and spectators.

8. The aircraft assembly/disassembly tables are for for the use of all pilots and shall not be unreasonably appropriated for use by any one pilot.

9. Each transmitter must display frequency identification except 2.4 Ghz transmitters. The established club frequency control plan will be in force at all times.

10. Children are not be permitted beyond the spectator area unless under direct supervision of an adult.

11. No more than five aircraft are permitted to fly at one time. Observers for each pilot are encouraged to advise of potential conflicts (such as other planes and/or people on or about to be on the runway). Pilots must stand within arms length of one of the pilot stations on the flight line.

12. Mufflers are required on all gas/glow engines and aircraft that make excessive noise will not be allowed to fly at the flying field.

13. Any disabled aircraft on the runway shall be promptly removed.

14. No person is allowed beyond the safety line except to retrieve a disabled aircraft after first loudly hailing "on the field" to all pilots and verifying that a safe pathway to retrieve the disabled aircraft exists.

15. No aircraft powered by a turbine jet, pulse-jet, or rocket engine shall be flown at the flying field.

16. All pilots must follow the AMA National Model Aircraft Safety Code at all times. It is strongly recommended that pilots do not fly alone.

17. Fly-overs must not endanger the safety or the security of Jasper County workers or property, and fly-overs are prohibited in any area where there are residential dwellings or manufacturing buildings and facilities.

18. Runway right-of-way is as follows: 1st - Dead Stick landings; 2nd - Normal Landings; 3rd - Hand launch take-offs; 4th - Normal take-offs,

19. Direction of flight is determined by the wind direction. The first pilot to take off will determine the traffic pattern direction (flown either clockwise or counter-clockwise). If winds dictate a change in the pattern, pilots airborne must agree on the pattern change and change pattern direction before any other pilots take off. If you are not certain of the pattern direction, ask any pilot airborne.

20. First Person View (FPV) pilots must have an observer at all times while flying.

22. Non-fixed wing aircraft (helicopter/drone/etc) can only be operated at the Southeast end of the field.

23. The standard flight pattern for fixed wing aircraft at JCRC is in effect anytime there is more than one fixed wing aircraft airborne. The standard pattern is described as follows:

a. The maximum altitude is 400 feet. All model aircraft must yield right-of-way to full-size aircraft. The standard pattern is located in front of the safety line with an altitude of approximately 100 feet, or as a reference, just above the height of the trees. The standard pattern has 4 legs that form a rectangular box. The airspace below 100 feet shall be used only for landing or low passes. Spacing between aircraft should be sufficient to allow the preceding aircraft to clear the runway. Very slow aircraft (gliders, micro aircraft, etc) must communicate their position often when below 100 feet and not landing.

b. Due to the unique runway configuration and the location of the large trees pilots may take off on runway 36/18 (heading toward/away from the water tower)

and land on runway 30/12. The call here is "Landing Right to Left" or "Landing Left to Right".

c. To standardize communications between pilots flying the pattern, the following callouts are encouraged:

"Taking Off" should be called when leaving the pit area and immediately before taking off.

"Hand Launch" should be called when launching an aircraft by hand.

"Landing", "Touch and Go" and "Low Approach" are called from anywhere in the pattern but before turning to the base leg. Aircraft that wish to continue flying should call out, "On the go or taking off".

"Dead Stick" should be called anytime an aircraft is having problems with the engine, even if the engine has not stopped. All others in the pattern should clear the runway quickly fly above 100 feet until the "Dead Stick" has been cleared off the runway.

"Disabled Aircraft On The Runway" should be called anytime an aircraft cannot be taxied.

"On The Runway" should be called anytime a pilot steps in front of a pilot station.

"Runway Clear" should be called when a pilot walks off the runway.

