



Field Rules
For
Helicopters And Planes
Effective August 2014

Table of Contents

Subject	Page	Paragraph
Intent of Rules and Regulations	1	1
Flying Hours	2	1
AMA Membership	2	2
Log Book Sign In	2	3
Non-qualified Flyers	2	4
Engine Requirements	2	5
Transmitter Range Check	2	6
Taxi-way, Takeoff	2	7, 8
Air Traffic Control (para. 10 rev. 10-6-2013)	2	9, 10
Frequency Control	3	11
Ground Control	3	12, 13, 14,15
Alcohol Beverages	3	16
Clean-up	3	17
Helicopter Flyer Proficiency	3	18
Helicopter Take Off	3	19
Helicopter Adjustments	3	20
Spectators on the Field	3	21
Rule Violation	3	22
Field Restrictions	4	23, 24
FPV Guidelines	4	1-9
3D Helicopter or Plane Flying	5	1-4
RCSMP Flying Field Drawing	6	Fig. 1
RCSMP Flying Field Drawing Wind Direction Adjustments	7	Fig. 2

RADIO CONTROL SOCIETY OF MARINE PARK

FIELD RULES AND REGULATIONS GOVERNING FLYING AT GERRITSEN R.C.S.M.P FLYING FIELD

This R.C. flying field was built, is operated and maintained by the Radio Control Society of Marine Park (R. C. S. M. P.) under a special event permit granted by the city of New York Parks and Recreation Department. These rules have been formulated to comply with the terms and conditions of this permit as well as Federal Aviation Authority (FAA) regulations, academy of model aeronautics, (AMA) safety code, which is automatically a part of our field rules, and to take into consideration the safety and comfort of our Gerritsen Beach neighbors and others visiting the area. Continued operation of this flying site requires that we comply with all the rules and regulations that follow.

Please do not ask us to put our field in jeopardy by making exceptions to the rules. We cannot do so!

Updated and effective
August 2014 – Harold Hohne

**R.C.S.M.P.
FIELD RULES AND
REGULATIONS**

1. Flying hours 10 a.m. to 8 p.m. only. No running of engines permitted except during flying hours. Electric powered planes may begin flying at 8:30 a.m.
2. All flyers must have a current AMA membership card on their person. Card or copy must be worn and visible when at the field for flying or any pit area activity.
3. All flyers must sign log book and indicate transmitter type and channel. With more than 2-3 non-spread-spectrum transmitters present at the field, the frequency board should be used. The frequency board use is mandatory if transmitters with conflicting channels are present.
4. All non-qualified flyers of RCSMP must have an RCSMP instructor or an experienced qualified flyer (as approved by the Chief Field Controller) at their sides at all times. The chief field controller, assistant field controller, club qualifier or club instructor must check out all guest flyers for qualification. If not qualified the guest flyer must have an RCSMP instructor or experienced qualified flyer at their side whenever he/she flies. (approved 11-18- 93)
5. All engines over .10 cubic inches must have an effective AMA approved muffler. All A.M.A. R. C. Contest flying rules pertaining to muffler use shall also apply. (96 db)
6. All flyers are expected to range check radios in each aircraft prior to first flight of each flying session.
7. Taxiing may be done only on taxi strips and runways and may not be done closer than 20 feet from pit area. Take-offs and hand launching (planes with no landing gear) must be done only from runways. All landings must be done on the runway or far side grass area opposite the flight line (planes without landing gear).
8. All takeoff, landing, touch-and-go attempts shall be previously announced to the other fliers. Also alert other pilots of a "dead stick" situation or any other abnormal or dangerous condition
9. When several planes are in the air, flyers are expected not to fly opposite prevailing flight path or to cross-prevailing path of planes in the air.
10. No flying over pit area side of runway. Flyers are required to stand on one of the five (5) designated flying positions provided. No flying over pit area, spectator area, parking area, ball field or over or near Gerritsen avenue, spectators are not permitted closer to the flight line than parking area side of barriers placed for that purpose or closer than warning signs, if in use. If spectators are in dangerous area, field controller may order all flyers to land their planes until dangerous situation is cleared.

11. When the wind is from the south going north, two new pilot spots will be added on the south side for better visual contact with your plane. When the wind is going from east to west, the north & south runway (long) will be closed and spots put across the runway. You will be parallel to the east & west runway (short) for better visual contact with your plane. A non-spread-spectrum transmitter can be turned on only after obtaining the corresponding frequency pin, or, if the frequency board is not in use, only after verifying that no one else at the field possesses a transmitter on the same channel. When you remove the frequency pin from the board, you must place your AMA card in the pit slot. After the flight, the transmitter must be turned off and the pin returned to the frequency board. Possession of the pin may be limited to a reasonable time at the discretion of the field controller when others are waiting for your pin.
12. You are responsible for any damage caused as a result of turning your transmitter on without a frequency pin attached – or as a result of turning your transmitter off before shutting down your engine and receiver – or caused by any other careless or unsafe handling of any transmitter. You will be expected to make restitution.
13. No more than 5 model aircraft may be in the air at the same time, unless all of them participate in a special event authorized by the field controller.
14. Not more than 2 people may be at any flying position with each plane. No exceptions without permission of field controller such as in some FPV situations which might require 3 people.
15. No flying above 400 feet (FAA regulation). If full size aircraft is approaching, all model aircraft are to be landed immediately and kept on the ground until low flying full size aircraft departs from area.
16. No alcoholic beverages permitted on flight line or in pit area.
17. Each flyer is expected to clean up pit area when ending flight session, especially used rubber bands.
18. Helicopter flyers must demonstrate proficiency. Unqualified flyers must have a spotter with them at all times.
19. Helicopters may not take off from pit area or taxiway. The helicopter must be carried out to the flight line. The designated area for helicopters to be used for hovering practice is by spot six (6) to the right, south side of the field. A qualified proficient helicopter pattern flyer can use all spots, one (1) thru five (5).
20. All helicopter adjusting should be done at spot number six (6).
21. No spectators allowed on the field without AMA membership. Membership card must be shown.
22. A flyer may be grounded for the day for breaking any of these field rules or for flying in a manner that is judged to be dangerous to persons and property in the area.

23. Non-members may not fly before 3 PM on weekends and holidays.
An exception will be made for non-members who have been invited to fly by a club member. These invited guests may fly during normal operating hours up to three times a year but only when accompanied by the inviting member. Members will be responsible for the conduct of any guest they have invited.
24. The operation of engine and/or motor propelled aircraft is prohibited unless there are two or more people present. (Please note it is the intent of this rule to have someone available in case the operator is injured and requires assistance, therefore anyone can serve as the second person.)

Guidelines for FPV flying

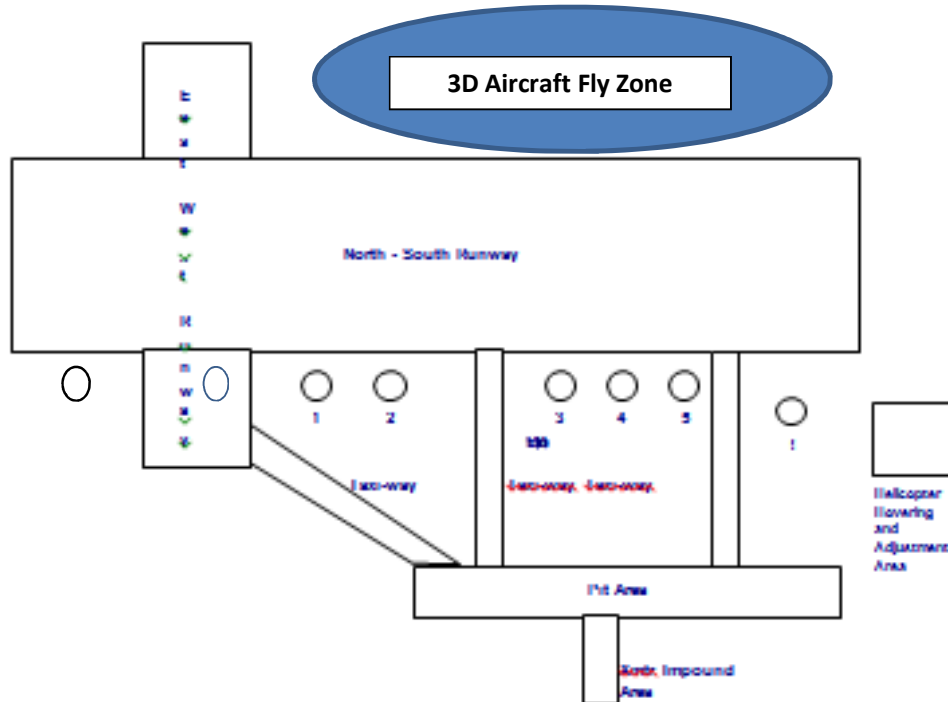
1. The use of a spotter is required in all cases.
2. All pilots must fly from one of 5 designated spots.
3. Maximum flight altitude of 400ft
4. Flights are not permitted over populated areas or vehicle traffic.
5. Maximum operating range shall be limited to visual line-of-sight.
6. Flights shall be conducted in such a way as to prevent harm to full-scale aircraft, people, animals or property.
7. Fully autonomous aerial vehicles that lack the ability to be totally controlled by the pilot in command are not considered to be FPV aircraft and as such are not covered by these guidelines.
8. Aircraft will be flown by regular visual line-of-sight method.
9. Aircraft will contain contact information for the pilot, including but not limited to, the pilots full name, address, and phone number.

GPS based programmable redundant failsafe systems are encouraged and if used for return to home purpose should be programmed to bring the aircraft back to a safe location away from people and property. If a return-to-home feature is not used, it is advisable to have on-board capability (fail safe) of landing the aircraft if pilot control is interrupted.

Field Rules For 3D Helicopter or 3D Plane Flying - Applies to 550 or larger size helicopters

3D Helicopter Qualifying Instructor – John Dayao – email - civerad@gmail.com

1. All 3D flying (helicopter or plane) must be performed on the far side of the long runway over the grass.



2. Only one 3D flyer can fly at a time.
3. Pilot must fly from a spot.
4. No 3D flying if any other pilots are flying.

RCSMP Flying Field

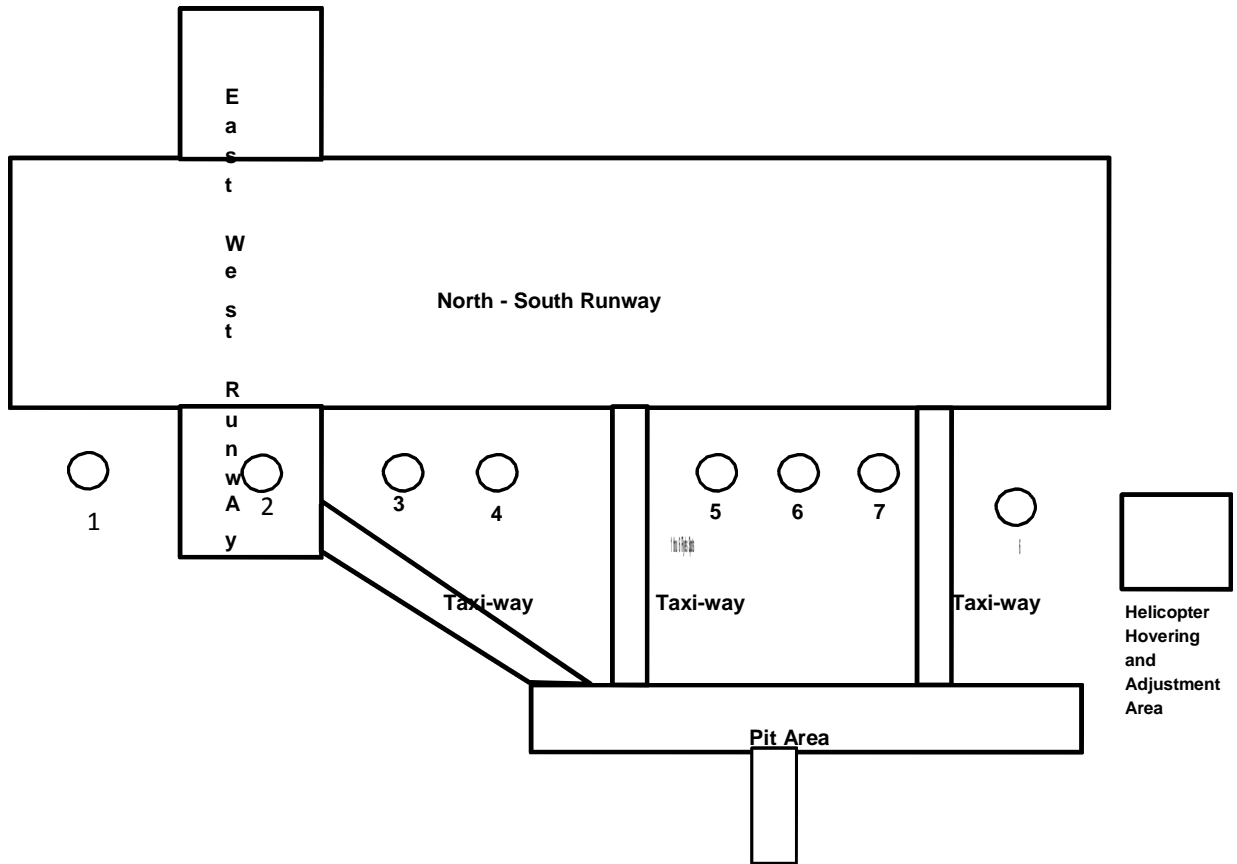


Fig. 1

RCSMP Flying Field Drawing - Wind Direction Adjustments

When the wind is from the south going north, two new pilot spots will be added on the south side for better visual contact with your plane. When the wind is going from east to west, the north & south runway (long) will be closed and spots put across the runway. You will be parallel to the east & west runway (short) for better visual contact with your plane.

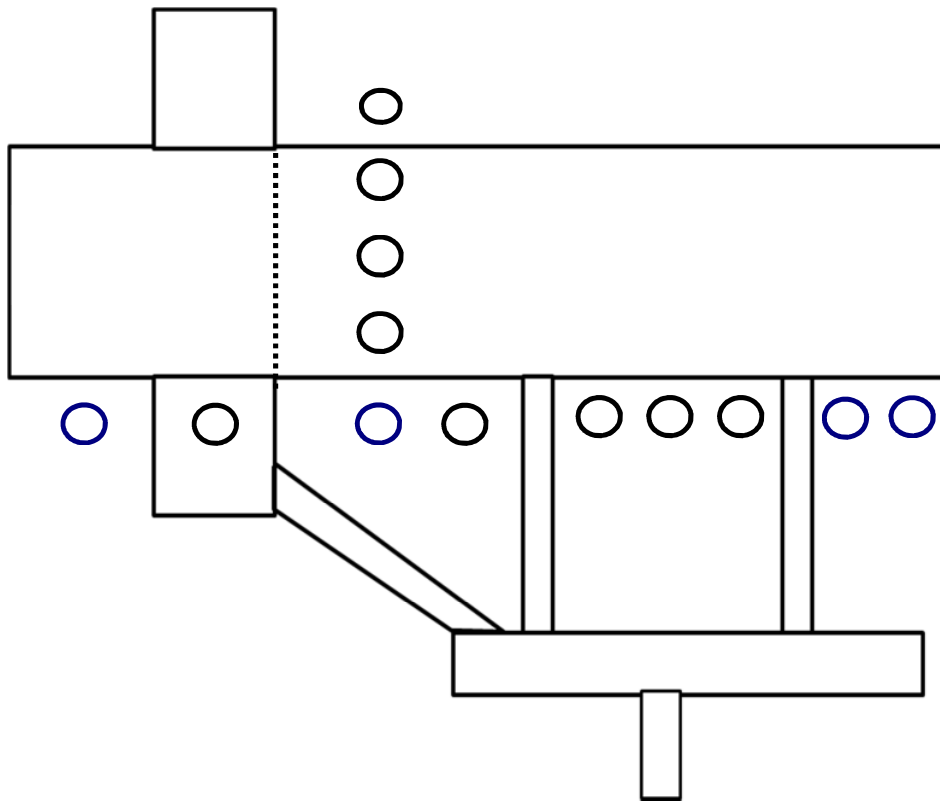


Fig. 2