

1. The following operational and safety rules have been adopted from the AMA Safety Handbook, version 03/2023. which can be found on the AMA website. All RC pilots are expected to have read the AMA Safety Code.

2. Federal Aviation Administration requirements for CSRA Flyers:

All members and any visiting AMA flyer must read, sign and submit Page 4 of this document.

The CSRA flyers operational area is active daily, between sunrise and sunset. Flight operations must be conducted at a height not to exceed 400 feet. Operational area lateral boundaries are defined as 1500 feet North, East and West from the airfield center. CSRA Flyers will notify Augusta ATCT of any occurrence that results in an operator encountering a lost link, fly-away or operational area spill-out, of their aircraft. The number to Augusta ATCT is (706) 796-7206. Failure to comply with operational requirements contained within this agreement, may result in CSRA Flyers being suspended or revocation of this agreement.

All members shall register their aircraft with the FAA in accordance with federal guidelines and label them with their registration number. CSRA Flyers Club is a registered FAA – Recognized Identification Area (FRIA) which means aircraft are not required to be equipped with Remote ID when flying at the site. The FAA also requires that all recreational flyers pass an aeronautical knowledge and safety test (The Recreational UAS Safety Test (TRUST)) and provide proof of passage if asked by law enforcement or FAA personnel.

CSRA Flyers Contacts:

Allen Evans — President 803-257-2112

Jerry Jester – Vice President and Field Manager 706-755-6357

John Lindfors - Treasurer & Safety Officer 937-269-7324

Bill Collins - Secretary 210-250-0978

3. All flying at the CSRA airfield will be under the supervision of the Club Safety Officer. In his absence, the ranking individual present at the field at any given time shall be acting Safety Officer, based on the order below: President, Vice President, Secretary, Treasurer, or the first club member over the age of eighteen (18-years). The duties of the Safety Officer will be to enforce the rules herein. The Safety Officer has the authority to restrict any pilot engaging in unsafe flying. Junior members may only fly when another club member is present on site.

4. Prior to any aircraft's first flight, all systems must be checked for proper operation as prescribed by the model and radio manufactures guidelines. A low-power range test and a powered fail-safe test MUST be performed on new models flown at our airfield to ensure that there are no fly-aways. Any member who is unsure how to do this should obtain help from a more experienced member or a club officer.

5. All flyers shall endeavor to observe a 400-foot ceiling in accordance with our FAA letter-of-agreement. RC flyers will always give way to full-scale, manned aircraft.

6. Per our property owner, do not fly over the tree line to the pilot's left (west) or straight ahead (north).

7. Aircraft shall not be flown over spectators, parking area, or pit area for ANY reason, regardless of altitude. The Safety Line and the Pilot Line or Flight Line is for the safety of everyone. Aircraft shall only be flown beyond the Safety Line and taxied beyond the flight line to the runway before takeoffs and landings.

8. There will be no taxiing into or out of the pit area. Aircraft are to be carried or towed to a point beyond the flight line for taxiing or carried to the safety line if it cannot be taxied. The pit area is defined as that area between the spectator fence and the flight line.
9. All R/C flying shall follow the established take-off and landing patterns as directed by wind conditions. The first turn after take-off will be away from the flight line and pit area. Take offs and landings shall be announced to other flyers at the flight line. Once aloft the standard pattern of flight at our airfield is typically counterclockwise.
10. No fueling or engine/motor run-ups in the pits area. All fueling and motor/engine runups should be performed at the runup stands provided at either end of the pits.
11. Effective mufflers are required on all engines of .15 cubic inches or larger.
12. Inexperienced pilots will not fly their aircraft in the presence of spectators unless accompanied by an experienced pilot.
13. Spectators are not allowed in the pit area unless escorted by a club member.
14. Pilots must maintain a position behind the flight line fence while flying. An exception will be allowed for designated assistants performing a hand launch or club instructors training new pilots to take off, but only if there are no other aircraft flying.
15. Use of the flight stations shall rotate among the flyers present at the field at any given time. There is adequate time and space for everyone.
16. A “dead stick” aircraft has landing precedence over any other aircraft and must be loudly announced.
17. If walking out to the runway is necessary while others are flying (to recover a disabled aircraft) loudly announce to those flying and verify you have been heard and are cleared to move forward.
18. When multiple aircraft are flying, the airspace is limited to five aircraft at a time on the main flight line. Pilots will announce when taking off and before making a landing approach as well as adding, “landing from left to right” or “landing from right to left.”
19. Flying hours in effect are at sunrise to sunset. There is no camping overnight.
20. The field is to be accessed only by using the main gate on Horseshoe Road. The first person in opens the gate and last person out closes the gate after verifying the Conex is secured and all equipment is inside. The gate may stay open so long as the field is attended by a club member. The gate is to remain closed and locked when the field is not attended by a club member.
21. Drive only on the right side of the airfield, there is to be no driving of vehicles across the field at any time and only use the designated parking areas.
22. Please take anything that you bring to the field with you when you leave since we do not have a trash removal service.
23. There is a strict “NO Alcohol/Drugs Allowed at Any Time” policy at the airfield and any weapons are to be left in your vehicle. Dogs are to be kept on a leash at all times.

24. Careless, reckless and/or dangerous flying as determined by any two or more club members shall not be permitted. Do not hesitate to express your concerns to fellow pilots regarding their flying if it bothers you.
25. Gasoline jet turbine or pulse jet model aircraft are not allowed since we do not have adequate safety allowances and the geotextile runway is not fireproof.
26. There is no flying, landing or takeoff between the pilot's stations and edge of runway, all takeoffs and landings will be on the far side of the safety line. Hand launched aircraft should be launched in a northerly direction.
27. In the event of problems, announce an emergency, attempt to fly away from the pit area and spectators, and land immediately.
28. Do not start your taxi for takeoff or start your landing approach until you are sure that the runway is clear.
29. Any model that goes down past the tree line is considered lost. Occasionally a model may be blown out of a tree after a storm passes through, but it is not worth risking your safety trying to recover a model that is lodged high in a tree and out of reach.

COMPLETE PAGE 4

**\*\* Please sign and turn-in to any club officer or email the signed image to CSRA Flyers, [csraflyers@gmail.com](mailto:csraflyers@gmail.com)\*\***

**CSRA Flyers Member Agreement for the Federal Aviation Administration (FAA):**

These are the FAA guidelines for CSRA Flyers. All members and any visiting AMA guest flyers must read, sign and turn-in before flying.

I, (Printed Name) \_\_\_\_\_, acknowledge and I agree to follow the following operational rules as part of an agreement by CSRA Flyers and the FAA Air Traffic Control.

The CSRA flyers operational area is active daily, between sunrise and sunset. Flight operations must be conducted at a height not to exceed 400 feet. A low-power range test and a failsafe test are required on all new models flown at our airfield. The operational area lateral boundaries are defined as 1500 feet North, East and West from the airfield center. CSRA Flyers will notify Augusta ATCT of any occurrence that results in an operator encountering a lost link, fly-away or operational area spill-out, of their aircraft. The number to Augusta ATCT is (706) 796-7206. Failure to comply with operational requirements contained within this agreement, may result in CSRA Flyers being suspended or revocation of this agreement. Failure to adhere to these FAA rules will result in the pilot's immediate removal from the club. I understand and agree to abide by all FAA, AMA and CSRA Flyers Operational and Safety Rules.

Signature \_\_\_\_\_ Date \_\_\_\_\_