

# Crows Landing Flight Rules

8-12-26

Version 3.0

## **Entering Crows Landing.**

Currently the county is requiring us to enter from West Ike Crow road. This may change in the future and members will be notified when/if this happens. All members are urged to avoid driving through and disrupting Sheriff Operations. The same applies to other organizations scheduled to use the facility. If you can't find a way in, call a board member before proceeding. While driving to our flight area, the speed limit is 50 MPH.

## **Parking:**

Please park vehicles so that you do not cross the white solid parking line. We need to keep a uniform line if possible. Set up your tables, canopies, chairs and equipment west of the parking line and inside the prepping area.

## **Prepping area:**

The prepping area is the space between the parking line and the large staging line marked in yellow/white. This is where you set up canopies to observe from and prepare your aircraft for flight. Please keep a clear zone between the staging line and your canopy in case there is a fire on the staging line. It is allowed to bench test or start an electric or gas powered engine in this area and under your canopy provided care is taken to keep control of the aircraft so that it can't move. Do not taxi any aircraft under power into or out of the prepping area. When ready to fly, manually push your aircraft to the staging area. After landing, please manually push your aircraft back into the prepping area. Turbine aircraft engines should only be operated at the staging line due to the possibility of fire hazards; however a turbine pilot can operate away from the main group and vehicles to test their aircraft. As required, all turbine pilots must have their own active fire extinguisher within a reasonable reach during engine startup and operation. Make sure your fire extinguisher is charged and ready to go before operating your turbine engine.

**Staging and taxi area:**

The staging/taxi area is between the yellow/white line and the flight box. In the staging area, members can taxi their aircraft under power to the main runway. Parking your aircraft just west of the staging line indicates to other pilots that you are intending to fly. It works on a first come first go basis. Turbine aircraft generally take time to spool up, so if a jet pilot is preparing to start his/her aircraft, try to cooperate with them. Conversely if a prop pilot is staged to fly, turbine pilots should wait to start up until it's OK to do so. Keep etiquette in mind and respect others in regard to flight times. In blunt terms, share the field!

**Flight line box:**

All pilots are required to fly their aircraft from within the main runway flight box. Inside the flight box there are white lines suggesting where you can stand during your flight. Basically the white outlined areas are there to help to identify the flight box itself. During the flight if you feel it's necessary to move closer or further away from a pilot, you can move within the flight box. We want members to stay a reasonable distance from each other on the flight line so pilots flying can communicate with one another if needed. The maximum allowed to fly at the same time can vary depending on several factors. In general 6 pilots should be considered the maximum limit allowed within the flight line box at one time, but spotters or training pilots are not counted as an actual pilot in command and are permitted to assist the PIC. Special flying events (such as paintball shoots) may also dictate the number of pilots on the line at once.

**Flight requirements and etiquette:**

If possible we would like to see like minded pilots group and fly together. This helps during congested days when everybody wants a chance to fly. As an example, if three turbine pilots are staging, they should make an attempt to all fly at the same time provided they are comfortable to do so. While we encourage members to fly with each other, different style flight patterns may require the next pilot in line to wait until it's appropriate to take off. Another example could be pylon racers, EDF, and turbine pilots might have issues with slow pattern or 3D type flight maneuvers. Some pilots are fine flying mixed type patterns with other members but some are not, so please ask if it's OK for you to join them on the flight line.

When preparing to take off, please notify other pilots on the flight line you are doing so. It is also required to call out "landing" when making a landing approach.

Wind generally dictates takeoff and landing patterns and if the wind is changing frequently, members should let other pilots on the line know which way they are planning to land.

If you have a flight failure, please let people know there is a problem. All members should make sure everybody on site is aware an aircraft is having problems and might crash. This is especially important for spectators who might not know something is wrong.

Due to safety concerns, the flight box is now considered a solid flight boundary line. Once on the runway, members are urged to keep their aircraft west of the flight line box during their flight and while taking off or landing. Avoid flying over other pilots who are operating in the flight box. Wide swings east of the flight line need to be avoided at all costs. East of the flight line is now considered a NFZ for those using the main runway. However in an emergency the area can be used if it's needed to make a safe landing.

High speed maneuvers close to members should be taken into account. All pilots are urged to consider what hazards might occur if their aircraft loses control while performing specific flight operations.

If a member needs to make a maiden flight and the operating pilot wants the field for him or herself, they must notify the group before doing so.

#### **Drones and Helicopters:**

We are requesting those flying drones and/or helicopters to stage and make sure you fly east of the vehicles. Please do not fly drones or helos from the main runway to the east area designed for them. From the helicopter area, only fly to the east and stay clear of the main runway. There are no flight lines or boxes for the Helicopter/Drone area, but if you are flying with other members please follow the same rules/methods as you would on the main runway. Helicopter and drone pilots *can fly off the main runway* if they wish to. Just understand in most circumstances it will shut down fixed wing flying until you've landed. On days where we have an unusually large group, drones and helos pilots may be asked to keep off the main runway.

#### **Aircraft crashes:**

At Crows Landing it is important to quickly retrieve a downed aircraft due to a possible fire hazard. Obviously weather is a factor but it's also important to know that a quick response makes it easier to find the aircraft. Members going out to retrieve an aircraft must notify the group of their intentions. AMA rules dictate that you must avoid flying *directly* over people and that includes people in the field that are searching for the aircraft. The main point is to keep clear of members cleaning up the crash site by flying in a safe manner and by staying a safe distance both above and away from them until they are out of the flight zone. All members staged to fly must stand down (do not take off) until the crash site and members are clear.

Standard AMA rules:

- I will not fly a model aircraft in a careless or reckless manner.

- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program. • I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flight line, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.