



## **You are Invited to Join the Peninsula Channel Commanders**

If you are interested in flying radio-controlled airplanes, helicopters or gliders, then the Peninsula Channel Commanders (PCC) would like to invite you to get acquainted with our club. Our club is the oldest active radio control club in both San Francisco and San Mateo Counties. You will find the attached map of great assistance in locating our flying site! For driving instructions and a detailed map, visit our web site at <http://flypcc.org/pages/where.shtml>

We are a relaxed club and we are concerned mainly with having FUN.

Learning to fly a remote control model can prove to be very frustrating and expensive if done by yourself. It is most advisable for the beginner to obtain assistance. Most of our members have been flying remote controlled (R/C) models for many years and, as a result, our members possess a wealth of knowledge and experience in R/C modeling. By associating with our club, you will be able to find assistance in:

- . Selection of radio, model, engine and support equipment.
- . Construction of your first R/C aircraft.
- . Inspection of the airworthiness of your R/C aircraft.
- . Test flying of your R/C aircraft.
- . Assistance in learning how to fly your R/C aircraft.

### **WE ENCOURAGE YOU TO VISIT OUR FLYING SITE!**

Most of our flying activities occur during the weekends between the hours of 7:00 a.m. and 8:00 p.m., weather and sunlight permitting. However, we do have some members who fly their R/C models during the week. Our field is located on private land, so for courtesy and safety's sake we ask that you comply with the following rules:

- . Make sure your transmitter is turned off and remains in the "Off" position.
- . Do not fly your aircraft unless a PCC member is present.
- . You must be in possession of an Academy of Model Aeronautics (AMA) membership card in order to fly your aircraft. (AMA provides liability insurance protection for all concerned. Ask your hobby shop operator for an application form or go to <https://www.modelaircraft.org/joinrenew.aspx>.)

Our club holds its regular club meetings on the third Wednesday of every month at the Chetcuti Room of the Millbrae City Hall, at 7:30 p.m.

### **GUESTS ARE ALWAYS WELCOME!**

In addition to conducting the regular business of the Club, our meetings include activities such as the display of newly or nearly completed aircraft, entertainment such as movies, videos tapes, slide shows and presentations relating to the building, maintenance, and flying of radio controlled aircraft. Free coffee and doughnuts may also be available. Along with many of our regular members you will also find individuals who are trying to get started in this hobby, just like yourself! So...

**We invite you to join us!**

## **REQUIREMENTS FOR ADMISSION FOR MEMBERSHIP** Effective 5/2009

### **GENERAL**

In addition to members in good standing, who enjoy the privileges of PCC membership including full use of the field facilities, holding office, and voting, two other categories of persons are associated with the PCC: Applicants and Prospective Members.

### **APPLICANT**

Definition: A person who has an interest in radio controlled aircraft of any variety and who has satisfied the below listed requirements in the order listed.

#### **Requirements:**

1. Completion of an application form available from a Membership Committee member or from the Treasurer;
2. Presentation of a current Academy of Model Aeronautics (AMA) membership card. Payment to the Treasurer of a non-refundable Registration Fee, Field Assessment Fee and First Year's Dues.
3. Recommendation of the Membership Committee at a regular meeting.

Note: Upon recommendation of the Membership committee, the designation of "Applicant" is assigned. No priority for acceptance as a Member In Good standing will be established until the Applicant completes those requirements for, and is designated as, a Prospective Member.

### **Privileges**

An applicant is permitted to utilize PCC flying facilities no more frequently than once a month, whenever a member in good standing is present, and is subject to restrictions of their flying activities by a Field Marshal should conditions so indicate.

### **PROSPECTIVE MEMBER**

Definition: A person who has satisfied all the requirements for full membership, but who is awaiting an opening in order to be accepted into the Club. This category also includes those less than 16 years of age who have satisfied all the requirements for full membership and who are awaiting their 16<sup>th</sup> birthday and an opening in order to be accepted into the Club.

Requirements (To be completed in order listed):

1. Completion of a radio controlled aircraft that is in all respects, including radio equipment, ready for flight, and presentation of the aircraft at a regular meeting, including an oral resume about the aircraft, its engine (if any), and its radio equipment;
2. Periodic attendance at regular PCC meetings for a period of at least two months after designation as an "Applicant";
3. Recommendation of the Membership Committee at a regular meeting.

Note: Upon recommendation of the Membership Committee, the designation of "Prospective Member" is assigned. The date of such designation will establish the priority for admission as a Member in Good Standing.

Privileges: A Prospective Member who has paid his membership dues is permitted to use PCC flying facilities at any time that a Member in Good Standing is present, subject to restrictions of these activities by a Field Marshal, should conditions indicate. A Prospective Member is also entitled to engage in any other PCC activity on an equal basis as a Member

*in Good Standing, except for those activities, such as voting and holding office, or other activities restricted by the Constitution or the By-Laws of PCC.*

*Revocation: A prospective Member who fails to keep his Membership dues current will automatically be dropped from the rolls as a Prospective Member. Upon re-application to the Membership Committee and payment of the delinquent Membership dues, re-acceptance as a Prospective Member by nomination of the Membership Committee at a regular meeting may be granted. The date of such re-acceptance will establish the priority for admission as a Member in Good Standing.*

#### **MEMBER IN GOOD STANDING** (Also known as MEMBER)

*Definition: A person who has been accepted into the PCC and who maintains an active status in accordance with the Constitution and By-Laws.*

*Requirements: When an opening becomes available, a Prospective Member with the earliest designation as such may be nominated for membership by the Membership Committee provided the following requirements have been satisfied:*

1. Attainment of the age of sixteen years;
2. Participation in Club activities, and evidence of current interest in becoming a member, such as an active program of aircraft construction and/or flying activity at the Club facility; and
3. Recommendation by the Membership Committee and approval by a majority of members present at a regular meeting.

*Privileges: A member is entitled to the full privileges specified in the Constitution and By-Laws.*

#### **SPECIAL CIRCUMSTANCES**

*The requirement for Applicant and Prospective member may be modified or waived on an individual basis at the sole discretion of the Membership Committee, subject to approval by a majority of members present at a regular meeting.*

#### **FIELD RULES**

##### **BEFORE ARRIVAL**

*Make sure your transmitter is turned off before driving to the field. Serious damage or injury may occur should your radio interfere with a flying model!*

1. Affix your name, AMA number and telephone number to your transmitter and your airplane.
2. When loading your equipment into your vehicle, make sure that your transmitter is turned off.

##### **UPON ARRIVAL**

1. If the gate is locked and you are not a full member, you must wait until a Member unlocks the gate before entering.
2. Unlock the gate. Make sure to scramble the combination on the padlock.
3. Shut the gate behind you.
4. Proceed at 5 m.p.h. when in the flying site.
5. If the ground is soft from rain, keep your car on the graveled area.
6. If the ground is firm, drive as close as possible to the pit area and park your car in such a manner that others may park.

7. If you are the first to arrive, do the following:
  - a. Unlock and open the frequency control box. Scramble the padlock combination.
  - b. Unlock the lavatory and secure the padlock. Scramble the padlock combination.
  - c. Place the red flag in its proper location on the fence.

#### **SETTING UP YOUR EQUIPMENT**

*Set up your aircraft in the COLD pit area. DO NOT START OR RUN YOUR ENGINE IN THE COLD PIT AREA! The HOT pit area is for starting and running your engine prior to a flight.*

#### **SPECTATORS**

1. Spectators are not allowed within the hot and cold pit areas.
2. Special attention should be paid to children and pets.

#### **GENERAL**

1. Safety, good sportsmanship, common courtesy, and gentlemanly conduct are expected of every person using the field. Pilots shall not make repeat flights while others are waiting. If you have had possession of a frequency pin for 20 minutes, for whatever reason, return it to the board in order to give other flyers a chance to fly.
2. The rights of the property owner shall be respected at all times. No misuse or destruction of property is permitted. Do not let your children or pets run unattended or onto the pit area, infield, runway or taxiway.
3. Be extremely careful of combustible materials and cigarettes. Ensure that matches and cigarettes are extinguished and placed in your own container. Do not smoke in the open field during the dry season. Be aware that gasoline, which is explosive, may be present.
4. Gliders on winches or hi-starts, or being towed, may be used provided power pilots are not using the field. Gliders are to not be flown in restricted areas.
5. Mufflers shall be attached to any engine over .09 cubic inch.
6. Model rocket launching is prohibited.
7. Pulse jet and turbine engines are not to be run except with the club's approval.
8. The flying perimeter for the PCC field only includes the area east of the runway, bounded to the north by the fence at the gully, and bounded to the south by the fence south of the driveway. Do not fly outside these boundaries. Do not fly helicopters west of the parking area, and otherwise observe the same restrictions as fixed-wing pilots.
9. Park your vehicle in the PCC parking lot and never drive it onto the field or up the road to the hill. You can only walk in the field to the south to retrieve a crashed aircraft, using care to do minimal damage to planting, crops and vegetation.
10. In addition to current AMA membership, pilots need to sign the **PCC Flying Rules**, available at PCC meetings or from the website at <http://flypcc.org/pages/media/PCC-Flying-Rules.pdf>. You can print the file, sign it and bring it to the field. Only pilots who have signed can fly.

#### **WHILE FLYING**

1. Safety of persons shall be of the utmost concern during any flying activity.
2. No high speed passes over the runway.

3. *If there are three or more flyers present, all transmitters are to be placed in the transmitter impound box. Check that your transmitter is "OFF" before placing it in the impound box.*
4. *Transmitters must have appropriate channel numbers attached as required by AMA. Spread-spectrum 2.4GHz transmitters should be identified with "2.4GHz" pins.*
5. *A transmitter is not to be turned on, with or without an antenna, for any reason unless the appropriate frequency pin from the frequency board is attached to the transmitter. A slave transmitter hooked to a master transmitter does not require a frequency pin provided that the slave transmitter is not turned on.*
6. *Engines are to be started in the HOT pit area only. Care should be taken to insure that prop wash does not interfere with flyers or other aircraft.*
7. *Taxiing within the pit area is strictly prohibited.*
8. *Aircraft with engine running must be in firm control of the pilot. It must be held by hand or restrained by an aircraft holder provided. Radio interference can cause an unsecured aircraft to suddenly throttle up, resulting in a dangerous situation.*
9. *"Dead stick" aircraft have the right of way. Yield to them.*
10. *Landing aircraft have priority! Before taxing onto the runway from the taxiway, call "Coming Out" to alert the other pilots flying their aircraft that you are about to taxi onto the runway. Only after having received an o.k. from the other pilots and making sure that no one is landing, should you enter onto the runway. In acknowledging the "Coming Out" call, the pilots flying their aircraft shall shout "O.K." loud enough to be heard and nod their head or give a physical sign that they have heard the announcement. Communicate with each other.*
11. *Takeoffs are to be made on the runway and into the wind when possible.*
12. *After takeoff, pilots shall position themselves within the pilot's station, situating themselves at an empty flight station.*
13. *When landing, call out "Landing" to alert other flyers of your intentions. When your aircraft has cleared the runway, call out "Runway Clear," letting other pilots know it is safe for them to land their aircraft.*
14. *Let other pilots know your intentions. If you must retrieve your aircraft on the runway, call out, "On the runway." After you have retrieved your aircraft and are off the runway, call out, "Runway Clear." Clear the runway as soon as possible!*
15. *Aircraft must not be flown over restricted areas. (See Map of Flying Site below)*
16. *Immediately after completing a flight, ensure that your transmitter and receiver are turned off and return the transmitter to the impound area and the frequency clip to the board.*
17. *All flyers shall comply with the directions of any Field Marshal or Club Officer. If in doubt, comply first, then discuss the matter calmly afterwards.*
18. *No more than four aircraft shall be flown at the same time. Individual flights shall not exceed 15 minutes unless conditions so permit, and only after prior arrangement is made with the other pilots presents.*
19. *Helicopters are restricted to the same flying area as fixed winged aircraft, taking off from and landing on the runway, but shall not be flown closer than 75 feet from the pit area, the picnic tables or the parking area.*
20. *Helicopters may be flown while fixed winged aircraft are being flown provided:*
  - a. *Take-offs and landings take place at the area on the map indicated as "Helicopter Pad."*
  - b. *In the rule, "No more than four aircraft shall be flown at the same time," the helicopter is counted as an aircraft and is restricted to the same time limit.*
  - c. *Helicopters shall remain east of the runway and shall not be flown closer than*

*75 feet from the pit area and the picnic tables and shall be flown only in the area labeled "Restricted Helicopter - 3D Flying Area"*

21. *Fixed winged "3D" type flying shall yield to and shall not interfere with "regular" type flying and shall not be flown closer than 75 feet from the pit area, the picnic tables and the parking area. Fixed winged 3D type flying shall take place in the "Restricted Helicopter - 3D Flying Area" when regular type flying is taking place.*
22. *Only fliers who have earned a "Solo Certificate" are allowed to fly without supervision.*
23. *PCC name badge with the current year's bar attached must be worn when at the field.*

#### **GUESTS**

*Only those affiliated with the PCC and guests shall use the field. A guest must be accompanied by a Member and shall introduce himself to a Field Marshal. The Member or the Field Marshall shall acquaint the guest with the rules herein. Guest flyers must be in possession of an AMA membership card. A guest may fly no more often than once every two months, and their activity is subject to restrictions, as conditions indicate.*

#### **FIELD MARSHALS**

1. *Club Officers and those appointed by the President are Field Marshals.*
2. *Field Marshals shall enforce the rules herein and shall bring repeated infractions to the attention of the Safety Committee Chairman.*
3. *Field Marshal shall make every effort to identify non-members or guests and shall introduce themselves, check AMA card, check the airworthiness of their aircraft, acquaint such persons with these rules, Club operations, activities and invite such persons to attend the club meetings.*
4. *Field Marshal shall expedite the flight line and ensure that everyone is afforded an equal opportunity to fly.*

#### **UPON DEPARTURE**

1. *Upon leaving, make sure you take home any and all trash that you brought. This includes damaged or broken aircraft parts and pieces. If you brought it with you, you take it with you when you leave. There is no trash service.*
2. *If you are the last to leave, accomplish the following:*
  - a. *Return red flag and other club property to the impound box.*
  - b. *Lock the impound box and scramble the padlock's combination.*
  - c. *If any equipment is left by another flyer, take that equipment with you when you leave and contact the owner or an officer about its return.*
  - d. *All refuse, cigarette butts, debris, trash and remains of any damaged aircraft are to be taken from the field when you leave. There is no trash service.*
  - e. *Lock the lavatory and scramble the padlock's combination.*
  - f. *Lock the sheds and scramble the padlock's combination.*
  - g. *Lock the gate and scramble the padlock's combination.*

*Note: Any Member noting any deficiencies in the field or its equipment shall bring it to the attention of a Club Officer at the earliest opportunity.*

***IF THERE IS ANY DOUBT ABOUT A COURSE OF ACTION AT THE FIELD NOT COVERED BY THESE RULES, TAKE THAT COURSE OF ACTION THAT WILL ENSURE THE SAFETY OF YOURSELF AND OTHERS FIRST, THE SAFETY OF PROPERTY SECOND, AND THE SAFETY OF YOUR AIRCRAFT LAST!***

## **SAFETY COMMITTEE**

To assure continued emphasis on the safety of persons, the PCC hereby establishes a standing Safety Committee. The Committee shall be composed of a Chairman and a Vice Chairman, appointed by the President, Sub-Committee chairman and Field Marshals.

### **Duties and Responsibilities**

The Safety Committee Chairman shall be responsible to the President for formulating, presenting and implementing proposals for safe flying and operating procedures. He shall confer with the Membership Committee Chairman and make recommendations to the President as to each Prospective Member being considered for admissions as a Member in Good Standing.

The Safety committee Vice-Chairman shall assist the Chairman in the conduct of Committee business, and in his absence, shall assume his duties and responsibilities.

The Sub-Committee Chairman: The Chairman may appoint such other Sub-Committee Chairman he deems appropriate to assist in matters such as medical emergency and flight safety, test flight procedures, inspection check lists, hazard warning, flying site facilities, restricted flying areas,

Field Marshal and Committee procedures, and Field Rules. Sub-Committee Chairman shall report to the Chairman.

Field Marshals: Each Officer of the Club, Committee members and those designated by the President shall function as Field Marshals.

Each Field Marshal shall: make every effort to ensure compliance with the Field Rules and safe operating procedures; control operations a necessary; ensure that each newly built/repaired/or altered aircraft is reasonably safe for flight; take reasonable steps to ensure that the pilot of the particular aircraft has the experience and capability to operate it; note unsafe practices to bring to the attention of the Chairman; after consultation with the senior Field Marshal present, "ground" an aircraft for not being reasonably safe for flight and any pilot who repeatedly violates Filed Rules or safe operating procedures or who does not appear to have the experience or capability to operate a particular aircraft reasonably safely; and identify non-members and guests, introduce themselves, check AMA membership and acquaint such persons with the Field Rules, and Club operations and activities.

If more than one Field Marshal is present, the senior shall direct and coordinate the activities of the others. The order of Field Marshal seniority is President, Vice-President, Secretary, and Treasurer.

Safety Committee Review Procedures: Any Field Marshal who considers that a Flyer has been repeatedly operating their aircraft in an unsafe manner or in repeated violation of Field Rules, shall initiate the following Procedure:

#### **A. As to non-Member or Guests:**

1. If only one Field Marshal is present, he shall order the person to terminate his flying.
2. If more than one Field Marshal is present, the senior shall be advised, and upon an affirmative vote of two Field Marshals, the offending person shall be ordered to terminate his flying.
3. As soon as possible, the Chairman is to be advised with the information in Paragraph B.3. below.

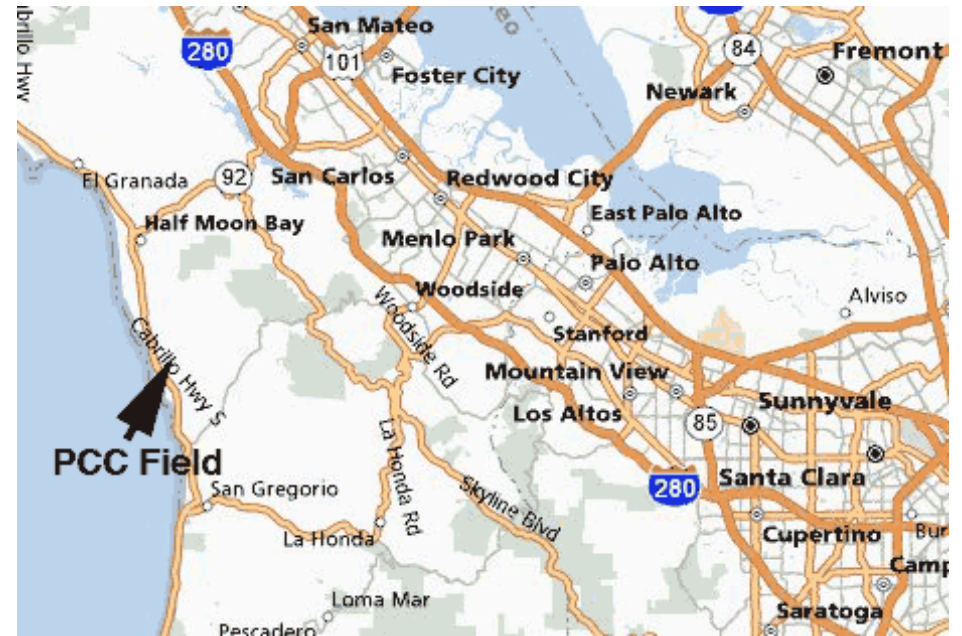
#### **B. As to Applicants, Prospective Members, and Members in Good Standing:**

1. If only one Field Marshal is present, he shall request the Flyer cease his flying activities pending completion of the Review procedure.

2. If more than one Field Marshal is present, the senior shall be advised, and upon an affirmative vote of two Field Marshals, the Flyer shall be requested to cease his flying activities pending completion of the Review procedure.
3. As soon as possible, the senior Field Marshal shall prepare a brief written report to submit to the Chairman with the following information: Name of the Flyer; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of Witnessing Field Marshals.
4. As soon as possible, after receipt of this report, the Chairman shall advise the President, shall contact the Flyer and the witnesses to ascertain their versions, and shall forward a brief summary of this information to the President.
5. Upon receipt of this information, and based upon the recommendation of the Chairman, the President shall either proceed informally, or convene a Safety Committee Board.
6. If a Safety Committee Board is convened, it shall have the power to receive oral and written evidence. The Flyer shall be afforded a reasonable opportunity to be present to hear any oral evidence, to review the written evidence, to present evidence, and to make an oral or written presentation. After introduction of evidence and considering any statement of the Flyer or his representative, the Board shall proceed in closed session and issue its order.
7. If the President proceeds informally, he may order any one or more of the following:
  - a. Return to flying status;
  - b. Return to flying status with probation;
  - c. Issuance of a warning;
  - d. A period of additional instruction or training;
  - e. Loss of flying privileges not exceeding four weeks;
  - f. That a Safety Committee Board be convened.
8. If a Safety Committee Board has been convened, it may order any of one or more of the following, upon a two-thirds vote:
  - a. Return to flying status
  - b. Return to flying status with probation;
  - c. Issuance of a warning;
  - d. A period of additional instruction or training;
  - e. Loss of flying privileges not exceeding four weeks;
  - f. Termination of the Flyer's affiliation with the Club.
9. If a Safety Committee Board orders termination, such order shall be reviewed by a Review Board. The Review Board shall consist of the President and four Field Marshals, not in any way involved in the incident and not members of the Safety Committee Board, appointed by him. The Chairman shall act as an advisor to the Review Board, but shall not be present during closed deliberations in ruling on matters brought before it. The Review Board, upon review of the evidence, and after affording the Flyer and/or his representative and opportunity to present evidence and to be heard, shall proceed in closed session, and upon a three-fifths vote, may issue any one or more orders, including termination, as could be issued by the Safety Committee Board.



*The flying perimeter for Richardson Field is indicated in green on this aerial photo. Do not fly in the red area. You can fly eastward from the green area in the photograph. Helicopters and 3D planes can be flown at the north end of the runway as long as they do not interfere with landings and takeoffs of other aircraft*



*The PCC airfield is approximately 3.7 miles south of Highway 92 on the east side of Highway 1 in Half Moon Bay. For driving instructions and a detailed map, go to <http://flypcc.org/pages/where.shtml>.*