

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:

- . When you visit, make sure your transmitter is turned off and remains in the "OFF" position until you are cleared to fly and have the correct frequency pin.
- . 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>.)

Meetings:

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, 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!



911 EMERGENCIES AT THE PCC FLYING FACILITY

Dial 911 from the field phone for EMT service. You will be required to meet the Ambulance or Fire Truck at the gate and direct them into the field.

If you call 911 from your cell phone you delay the response time because cell phone calls are routed to a distant dispatch office.

You can drive to Seton Medical Center Coastside Emergency Room, 600 Marine Blvd., Moss Beach, CA. They do not dispatch ambulances. Their phone number is (650) 563-7100.

REQUIREMENTS FOR ADMISSION FOR MEMBERSHIP (Effective after voted on at the general membership meeting May 2010.)

GENERAL

In addition to Members in Good Standing, who enjoy the privileges of PCC membership including full use of the field facilities, participation in club activities, and voting, three other categories of persons are affiliated with the PCC: Applicants, Prospective Members, and Junior Members.

APPLICANT

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

Requirements:

1. Submission to the Treasurer of a completed application form.
2. Presentation to the Treasurer of a current Academy of Model Aeronautics membership card.
3. Payment to the Treasurer of a non-refundable \$15.00 Registration Fee, a \$75.00 One Time Field Assessment Fee, and the \$75.00 First Year's Dues.
4. Acceptance of the Applicant at a regular meeting by the Membership's approval of the Treasurer's Membership Report.

Privileges:

An applicant is permitted to utilize PCC flying facilities, whenever a Member in Good Standing is present, but is subject to the restrictions of the member's flying abilities.

Note: 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.

PROSPECTIVE MEMBER

Definition: A person who has completed the application process, and has been recommended by a vote of the membership at a regular meeting as a Prospective Member and will be prioritized by chronological acceptance as the next eligible Member in Good Standing.

Requirements:

1. Recommendation of the Membership at a regular meeting.
2. Completion of a radio controlled aircraft that is in all respects 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;
3. Periodic attendance at regular PCC meetings for a period of at least two months after designation as an "Applicant"
4. Recommendation of the Membership at a regular meeting.

Privileges: A Prospective Member is permitted to use PCC flying facilities whenever a Member in Good Standing is present, but is subject to the restrictions of the member's flying abilities. 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 of voting and holding office, or other activities restricted by the Constitution of PCC.

Revocation: A Prospective Member who fails to keep his Membership dues current will automatically be dropped from the rolls.

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 these rules and the Constitution.

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

1. *Attainment of the age of eighteen years;*
2. *Participation in Club activities,*
3. *Evidence of current interest in becoming a member, such as an active program of aircraft construction and/or flying activity at the Club facility;*
4. *Recommendation by the Membership and approval by a majority vote of the members present at a regular meeting; and*
5. *Yearly Payment of Dues after the first year of affiliation:*
 - a. *\$75.00 if paid before the beginning of the New Year,*
 - b. *\$85.00 if paid before February 1 of the New Year,*
 - c. *\$95.00 if paid after March 1 of the New Year.*

Privileges: A member is entitled to the full privileges specified in these rules and the Constitution.

Note: See General Field Rule #4: Only fliers who have earned a Solo Certificate are allowed to fly without supervision.

Revocation: A Member who fails to keep his Membership Dues current will automatically be dropped from the roster after March 1 of the New Year. Upon reapplication for membership the lapsed Member will not be required to pay again the one time Field Assessment Fee. He may, however, not be allowed Membership due to the Maximum Number of Members Allowable.

JUNIOR MEMBER

Definition: A person not yet 18 years of age who has been accepted into the PCC and who maintains an active status in accordance with these rules and the Constitution.

Requirements: Any young person may be nominated for Junior Membership provided the following requirements have been satisfied:

1. *Application to the club through the same process as an adult;*
2. *Submission to the Treasurer of a completed application form.*
3. *Presentation to the Treasurer of a current Academy of Model Aeronautics membership card.*
4. *Payment to the Treasurer of a non-refundable Registration Fee and First Year's Dues. Junior Members do not pay the One Time Field Assessment Fee.*
5. *Acceptance of the Junior Applicant at a regular meeting by the Membership's approval of the Treasurer's Membership Report.*
6. *Completion of a radio controlled aircraft that is in all respects 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;*
7. *Periodic attendance at regular PCC meetings for a period of at least two months after designation as a "Junior Applicant"*
8. *Recommendation by vote of the Membership at a regular meeting.*

9. *Or, by having a Member in Good Standing as sponsor and mentor, who will nominate and take responsibility for the actions and education of the Junior Member. It is recommended, but not required, that this sponsor be the father of the Junior Member.*
10. *The Junior Member is not allowed to use the club facility unless accompanied by an adult, and/or whenever a Member in Good Standing is present, and then the Junior Member is subject to the restrictions of the member's flying abilities.*

Privileges: A Junior Member is entitled to the privileges specified in these rules and the Constitution.

Note: It is strongly recommended, but not required, that the Junior Member participate in the PCC flight instruction program.

SPECIAL CIRCUMSTANCES

The requirements for an Applicant or Prospective member may be modified or waived on an individual basis at the discretion of the Membership by approval of a majority present at a regular meeting. However, this does not pertain to the maximum number of club members rule below.

MAXIMUM NUMBER OF CLUB MEMBERS:

Due to the limitations of the PCC flying field, the maximum number of club members per rank is: 150 Members in Good Standing, 20 Prospective Members, and 10 Applicants. There is no limitation on the number of Junior Members allowed.

Note: A lesser ranked member cannot be moved into a higher rank if that rank's quota is full, even with the unanimous vote of the membership at a regular meeting; unless the membership first inaugurates the process of changing these rules in accordance with the Constitution.

Additional Note: If the roster is full, when a Junior Member, by passing his or her eighteenth birthday, becomes a Member in Good Standing; the allowable membership may exceed 150, but the roster of membership will be closed until attrition again reduces the number of members below 150. This is the only method by which the membership shall be allowed to grow to be more than 150.

FIELD RULES

FIELD MARSHALS

Field Marshals shall enforce the rules herein and ensure that safety is practiced by everyone. (Also See Safety Committee below.)

GUEST FLIERS

Only those affiliated with the PCC and guests shall use the field.

1. *A guest flier must be accompanied by a Member and shall introduce himself to a Field Marshal.*
2. *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.*
3. *A guest may fly no more often than once every two months, and their activity is subject to restrictions, as conditions indicate.*

BEFORE ARRIVAL

1. *Make sure your transmitter is turned off before you drive to the field. Serious damage or injury may occur should your radio transmitter interfere with a flying or energized model, unbeknownst to you as you drive into the field with yours in the on position.*
2. *Affix your name, AMA number and telephone number to your transmitter, your airplane, and any equipment you may forget after flying.*

UPON ARRIVAL

1. If the gate is locked and you are not a Member in Good Standing, you must wait until a Member unlocks the gate before entering.
2. Unlock the gate if you are a member. Make sure to scramble the combination on the padlock.
3. Proceed at 5 M.P.H. when in the flying site.
4. If the ground is soft from rain, keep your car on the graveled area.
5. 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.
6. If you are the first Member to arrive:
 - 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 respectable conduct are expected of every person or visitor using the field.
2. NO FLYING OVER HIGHWAY 1. This is cause for immediate disciplinary action.
3. 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.
4. Only fliers who have earned a Solo Certificate are allowed to fly without supervision. Solo Certificates may be issued by Flight Instructors or Field Marshals.
5. It is recommended, but not required, that ALL Members have another member present when at the club facility. In the case of an accident, or medical emergency more than a single individual may be required to summons EMT help.
6. Your PCC name badge with the current year's bar attached must be worn when you are at the field.
7. 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.
8. Gliders on winches or hi-starts, or being towed, may be used provided that you negotiate the space usage with the power pilots using the field, and you do not block the runway. A Field Marshal should facilitate the negotiations and ensure the safety of the procedures.
9. Mufflers shall be attached to any engine over .09 cubic inches.
10. Model rocket launching is prohibited.
11. Pulse jets are not to be run at the PCC facility.
12. Wet fuel turbines are restricted to operation during the wet seasons only; the turbine operator must be in possession of the AMA waiver; and the season of safe operation will be called by the Safety Committee Chairman and posted on the www.flypcc.org web site.

13. 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.
14. FLYING OVER HIGHWAY 1 IS NOT PERMITTED.
15. 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 retrieve a crashed aircraft, using care to do minimal damage to plants, crops and vegetation.
16. In addition to current AMA membership, pilots need to sign the acknowledgment of PCC Flying Rules Sheet, 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.
17. The consumption of alcoholic beverages or intoxicating drugs is prohibited prior to flying or while at the PCC facility.

WHILE STARTING UP

1. Safety of persons shall be of the utmost concern during any flying activity.
2. 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.
3. Transmitters must have appropriate channel numbers attached as required by AMA. Spread-spectrum 2.4GHz transmitters should be identified with "2.4GHz" pins.
4. 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.
5. 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.
6. Taxiing within the pit area is strictly prohibited.

WHILE FLYING

1. An aircraft with the engine running must be in complete control of the pilot. It must be held by hand or restrained by an aircraft holder provided. Radio interference can cause an aircraft to unexpectedly and suddenly throttle up, resulting in a dangerous situation if it is unsecured.
2. "Dead stick" aircraft have the right of way. Yield to them.
3. High speed passes over the runway are NOT allowed. NO high speed passes near enough to be dangerous to the personnel in the pit or on the flight line are allowed.
4. Landing aircraft have priority. Before taxiing onto the runway from the pit or 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, are you to enter 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.
5. Takeoffs are to be made on the runway and into the wind when possible.
6. After takeoff, pilots shall position themselves within the pilot's station, situating themselves behind the barrier at an empty flight station.
7. 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.
8. 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!

9. *Aircraft must not be flown over restricted areas. (See Map of Flying Site below)*
10. *Immediately after completing a flight, ensure that your transmitter and receiver are turned off, and return the transmitter and frequency clip to the impound area.*
11. *All flyers shall comply with the directions of any Field Marshal or Club Officer. If in doubt, comply first, and then discuss the matter calmly afterwards.*
12. *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 present.*

ELECTRICS

1. *Electric aircraft are to be armed only at the table designated for that purpose.*
2. *An armed electric aircraft must be in complete control of the pilot. It must be held by hand or restrained by an aircraft holder provided. Radio interference can cause an armed aircraft to unexpectedly and suddenly throttle up, resulting in a dangerous situation if it is unsecured.*
3. *Prior to a hand launch, clear the procedure with pilots already flying, or about to enter the flying zone. Make sure they have enough flying time left for your launch, and the clearing of any possible wreckage.*

LITHIUM-POLYMER (LI-PO) BATTERIES

1. *Li-po batteries are volatile and burn with a great deal of energy. They can become very unsafe when damaged in a crash. If your li-po battery is damaged DO NOT put it into your automobile. Move it to a fire-safe zone, and observe it for at least 15 minutes thereafter, keeping a fire extinguisher at the ready. Be extremely cautious with this battery. Cars and houses have been lost to fire through carelessness with lipos.*
2. *Li-po batteries shall always be transported to and from the PCC facility in fire-safe containers.*
3. *Li-po batteries shall never be charged in, or on an automobile.*
4. *You must attend to a li-po battery being charged at all times, and never leave it unattended. If it begins to swell up, disconnect it from the charger immediately, move it to a fire-safe zone, and continue to observe it for 15 minutes thereafter, keeping a fire extinguisher at the ready.*
5. *The correct disposal method for DAMAGED lipo batteries as per a commercial distributor, Great Planes; <http://www.electrify.com/>, is:

 - a. *If any lipo cell has been physically damaged, resulting in a swollen cell or a split or tear in a cell's foil covering, do NOT discharge the battery.*
 - b. *Submerge the battery into a bucket of salt water. This container should have a lid, but it does not need to be airtight. Prepare a bucket or tub containing 3 to 5 gallons of cold water, and mix in 1/2 cup of salt per gallon of water. Allow the battery to remain in the tub of salt water for at least two weeks.**
6. *Additionally, the correct disposal method for UNDAMAGED lipo batteries, as per the instructions of another commercial lithium battery distributor, Common Sense RC, www.commonssenserc.com, is:

 - a. *Discharge the battery to 0 volts.*
 - b. *Puncture each cell and immerse in saltwater for 24 hours.*
 - c. *Wrap the battery in a bag and place in an appropriate disposal canister.*
 - d. *The pack can then be disposed of in a regular garbage can - there are no special disposal requirements for lipo batteries.**

HELICOPTERS

1. *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.*

2. *Helicopters may be flown while fixed winged aircraft are being flown provided:

 - a. *Take-offs and landings take place at the south end of the pit area, 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 remain east of the runway except to land.*
 - d. *Helicopters are not flown closer than 75 feet from the pit and picnic tables.*
 - e. *Helicopter pilots communicate with other pilots flying or about to enter the flying space.*
 - f. *shall not be flown closer than 75 feet from the pit area, the picnic tables or the parking area.**
3. *The size of the helicopter does matter. Safety and common sense must prevail.*

3D FLYING

1. *3D flying is encouraged and recognized as an enjoyable sector of the PCC community.*
2. *Since 3D flying is a different style of flying than pattern or sport type flying, 3D pilots and pattern pilots must communicate their intentions to each other.*
3. *All pilots must negotiate the use of air space before flying to prevent collisions.*
4. *All 3D shall be flown east of the runway, and shall not be flown near enough to be dangerous to the personnel in the pit or on the flight line.*
5. *Size does matter. Safety and common sense must prevail.*

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, take it with you when you leave. There is no trash service.*
2. *If you are the last to leave, do 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 THE 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 everyone, the PCC hereby establishes a standing Safety Committee. The Committee shall be composed of a Chairman, a Vice Chairman, and Field Marshals appointed by the President. Club officers are, by default, also members of the Safety Committee.

SAFETY COMMITTEE CHAIRMAN

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 and make recommendations to the President as to each Prospective Member being considered for admission as a Member in Good Standing.

He shall make recommendations in matters such as medical emergency and flight safety, test flight procedures, inspection check lists, hazard warning, flying site facilities, restricted flying areas, and all matters concerning safety.

He shall convene Safety Committee meetings at his discretion.

SAFETY COMMITTEE VICE CHAIRMAN

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

FIELD MARSHALS

Definition: Club Officers and those appointed by the President are Field Marshals.

1. Field Marshals shall enforce the rules herein and shall bring repeated infractions to the attention of the Safety Committee Chairman.
2. Field Marshals shall make every effort to identify non-members and guest fliers. Field Marshals shall introduce themselves to the guest fliers, check their AMA card, check the airworthiness of their aircraft, acquaint the guests with these rules, Club operations, and activities, and invite them to attend the club meetings.
3. Field Marshals shall expedite the flight line and ensure that everyone is afforded an equal opportunity to fly.
4. Field Marshals shall ensure that safety is practiced by everyone and address any situation that is unsafe.
5. Ensure that each newly built/repaired/or altered aircraft is reasonably safe for flight;
6. Take reasonable steps to ensure that the pilot of any particular aircraft has the experience and capability to operate it;
7. After consultation with the senior Field Marshal present, "ground" an aircraft for not being reasonably safe for flight and "ground" 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.
8. Note all unsafe practices and bring them to the attention of the Safety Committee Chairman.

SAFETY REVIEW AND DISCIPLINARY ACTIONS:

Any Field Marshal, who considers that a flyer, after consultation with the flyer, continues in operating their aircraft in an unsafe manner or in a repeated violation of the Field Rules, shall initiate the following Procedure:

A. As to Guests and Non-members

1. The Field Marshal shall order the person to terminate his flying.
2. As soon as possible, the Chairman is to be advised with the Name of the Flyer; AMA Card Number; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of witnessing Field Marshals.

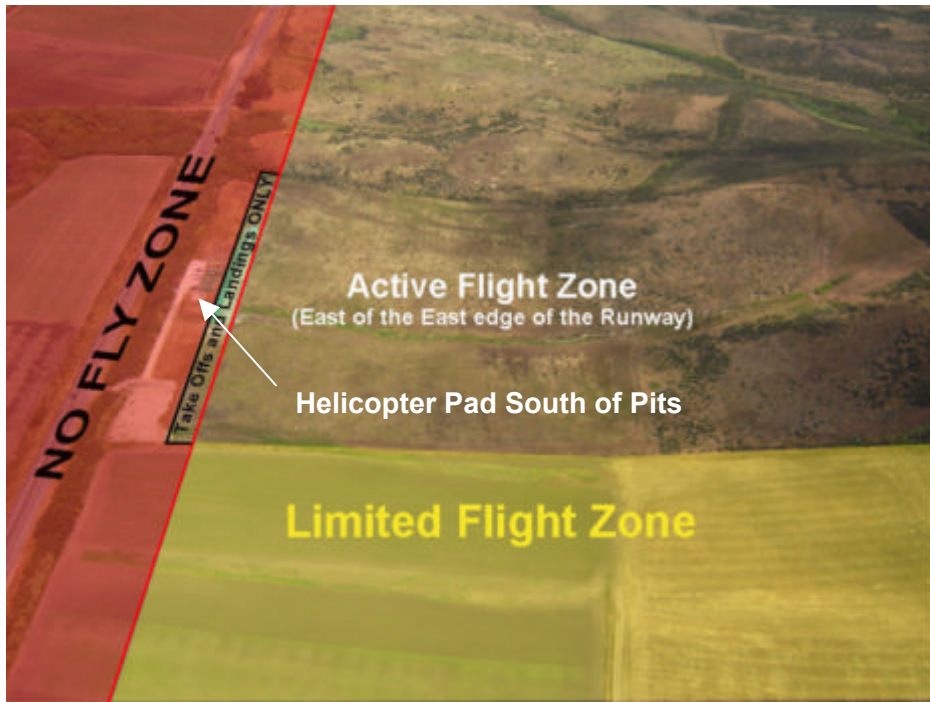
B. As to Applicants, Prospective Members, and Members in Good Standing

1. The Field Marshal 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.

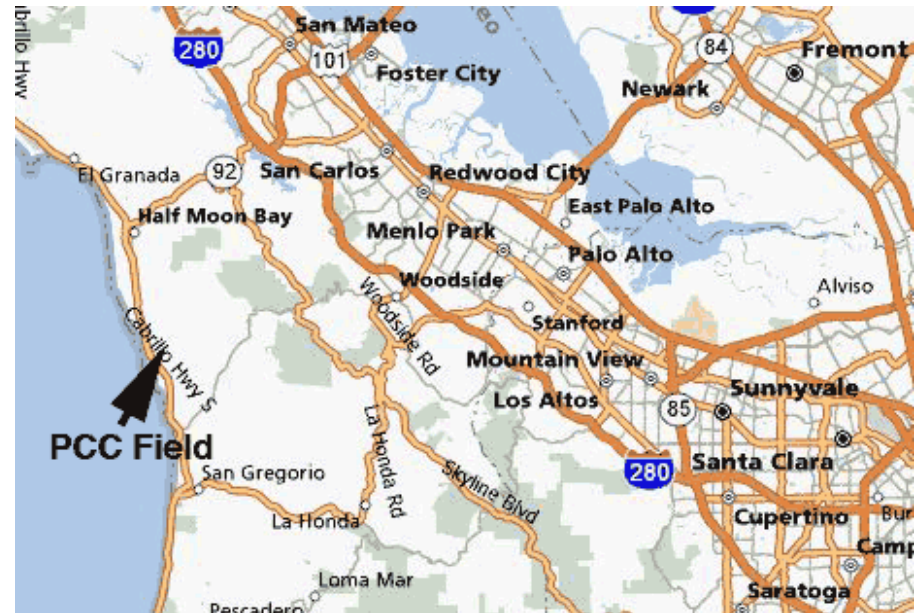
3. As soon as possible, the senior Field Marshal shall prepare a brief written report to submit to the Chairman with the following information: Name of the Flyer; AMA Card Number; date and time of the incident; nature and extent of the incident; names of witnessing flyers; and the names of Witnessing Field Marshals.

REVIEW PROCESS

1. As soon as possible, after receipt of the Field Marshal's 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.
2. Upon receipt of the Chairman's information, and based upon his recommendation, the President shall either proceed informally, or call a Safety Committee meeting.
3. 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 meeting be convened.
4. If a Safety Committee meeting 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 Safety Committee shall proceed in closed session and issue its order.
5. If a Safety Committee meeting 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.
6. If the Safety Committee orders termination, upon the request of the Member in review, such order shall be reviewed by the Membership at the next regular meeting. The Membership, upon review of the evidence, and after affording the Flyer and/or his representative and opportunity to present evidence and to be heard, upon a two thirds vote, may issue any one or more orders as could be issued by the Safety Committee including endorsement of the termination.
7. None of a Member's dues, or any fees paid by him to the club, shall be refunded because of any disciplinary action, up to and including termination.



This aerial photo indicates where we can fly: east of the east edge of the runway. The runway and airspace south of the runway are limited flight zones. Helicopters and 3D planes can be flown at the south 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>. The field phone number is 650-712-4423.



If you need medical care, the nearest 24-hour facility is Seton Medical Center Coastside, 600 Marine Boulevard, Moss Beach, CA. Phone (650) 563-7100. (Marked with the "A" balloon on this map.)