

# NORTHEASTERN DRONE SOCIETY, INC.



Bylaws and Safety  
Handbook

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## Introduction

Welcome to the NorthEastern Drone Society, Inc. (NEDS). Although the present NorthEastern Drone Society was founded in about 1966, in an earlier incarnation of the club it was called the Windham Model Aero Club, which was originally formed in 1937. The club membership is centered predominantly around the Willimantic, Coventry and Mansfield areas, although there are members from all over the state. Originally, the NEDS flew solely out of the Mansfield Hollow State Park, behind the Mansfield Hollow Dam. We have since acquired another flying site in Truman Meadows in Coventry. Don't let this booklet fool you. The club is a very loosely structured group. However, R/C modeling is not readily accepted in most communities because of concerns about noise or potential liability damages. There is an ever increasing number of clubs losing flying fields all over the country because of urban development or neighborhood complaints. In order to preserve our rights to fly, this booklet has been compiled to inform you, the new member, how to safely conduct your flying activities on a NEDS site. Everyone is hurt when a careless action causes an accident. This booklet provides specific safety rules and requirements for safe flying. Follow these rules and you will save your hobby, save your airplane, and maybe save someone from a serious injury. Protect your right to fly!

### About This Booklet

This booklet was reviewed and edited by the NEDS safety committee. Any comments you have—good or bad—would be appreciated and taken into account in future revisions.

## **Club Bylaws**

The Constitution and Bylaws of the NorthEastern Drone Society, Incorporated.  
Bylaws and Constitution as of December 2, 1998  
A chartered club under the Academy of Model Aeronautics (AMA), U.S.  
representative for Model Aviation to the Federation  
Aeronautique International (FAI).

### ***Article 1 - Name.***

The name of this club shall be NorthEastern Drone Society, Incorporated.

### ***Article 2 - Purpose.***

**Section 1.** The objectives of this club shall be to promote aircraft building and model flying in eastern Connecticut and to aid the national program of the AMA for the advancement of model aviation in the United States.

**Section 2.** All activities of this club shall conform with AMA policies and regulations governing the flying of model aircraft.

### ***Article 3 - Membership.***

Membership in this club shall be restricted to current members of AMA.

### ***Article 4 - Officers and Directors.***

**Section 1.** The officers of this club shall be:

1. A President
2. An Executive Vice-President
3. A Secretary
4. A Treasurer
5. A Vice-President, Field Marshal
6. A Vice-President, Field Marshal

**Section 2.** The Directors of this club shall be:

1. A Director, Vice-President At-Large
2. A Director, Vice-President At-Large
3. A Director, Vice-President At-Large

**Section 3.** All officers and directors shall be club members in good standing.

**Article 5 - Duties.**

The President shall preside at all meetings of this club and shall act as spokesman for the club in all matters pertaining to it.

The Executive Vice President shall act for the President whenever he is unable to serve. The Secretary shall keep minutes of all meetings and assist the President with club correspondence. The Treasurer shall collect dues, keep a list of members in good standing, and keep records of money received and spent by the club. The two Field Marshals shall enforce the safety rules of the club and of the AMA and shall impose fines (as defined in this constitution) as necessary and at their discretion. The Directors, Vice Presidents At Large shall constitute the club's Board of Directors, which body shall conduct election of officers as stated in Article 7. The Directors shall, together with the six officers be entitled to make decisions regarding the expenditure of club funds and decisions on matters of general policy.

**Article 6 - Terms of Office.**

All officers and directors of this club shall serve one-year terms, starting with the January meeting following the election to office. All officers and directors shall serve without fee.

**Article 7 - Elections.**

In accord with CGS 37-453, The Board of Directors shall set forth a list of names for all officers and directors in the newsletter one month before the November Annual Meeting of each year. Additional nominations may be taken from the floor by any two members. Each officer and director shall be elected by majority vote of the members present and voting. The election of officers and directors shall occur at the November meeting of each year.

**Article 8 - Vacancies of Office.**

A vacancy in any office shall be filled by appointment by the members of the Board of Directors, and appointees shall serve until the next election.

**Article 9 - Meetings.**

Regular meetings shall be held on the first Thursday of each month. Special meetings shall be called at other convenient times upon call by the President, or upon a call signed by any ten club members, provided the call shall name the place and time of the meeting, and provided the call shall be issued at least seven days in advance of the meeting date. Notice of regular and special meetings shall be given as required by CGS section 33-436. This may be accomplished by publication of notice in the Newsletter.

**Article 10 - Quorums.**

At any club meeting, a quorum shall be any four officers plus an additional eleven members; or twenty-five members, which ever number is less.

**Article 11 - Dues and Initiation fees.**

Dues are payable once a year covering the period from April 1 to the following March 31. The renewal of a membership must be paid by the end of the April meeting or the membership will be considered to have lapsed. Members ages 19 and above will be \$48 per year. Members under the age of 19 will pay \$18.00 per year. No initiation fees shall be applicable. Membership fees shall not be pro-rated for joining in the middle of a membership year. Family Membership - Effective March, 1997, the first family member shall pay the full current membership price, and each additional family member shall pay 1/2 the current membership price per year.

**Article 12 - Maximum Membership.**

Total membership shall be limited to a maximum of 115 members. Once the maximum is reached, anyone applying for Membership will be placed on a waiting list until such time as the membership drops below 115. When the membership drops below the maximum of 115, then each person on the waiting list will be accepted in turn until the maximum of 115 is reached again.

**Article 13 - Special Funds.**

The treasurer shall be authorized to receive contributions of other specially obtained funds from any source to be applied to the operating expenses of the club.

**Article 14 - Amendments.**

Amendments may be made to this constitution and by-laws at any meeting of the membership, provided the members shall have been notified in writing in the newsletter, which notice shall also include a voting ballot. The newsletter, including the language of the proposed by-laws change and the voting ballot shall be in the issue immediately preceding the meeting in which the vote on said change is to be taken. Passage of the by-laws change will be based on the result of the vote at said meeting and the newsletter voting ballots received without regard to how many members are in attendance at that meeting.

**Article 15 - Flying Site Safety.**

1. There shall be no willful flying allowed directly over any vehicle, spectators, the dam, or beyond the row of pine trees east of the dam.
2. There shall be no take-offs or landings within 50 feet of any parked vehicle.
3. There shall be no taxiing within 50 feet of any parked vehicle, except when the pilot shall have physical contact with the model.
4. Individuals are responsible for performing safety checks of models before each flight.
5. Any flying considered to be reckless or unsafe, as adjudged by other members in attendance at the field is prohibited.
6. Repeated violations of safety rules may result in the expulsion of the violator from the club by majority vote of the officers and board of directors.
7. Pilots will fly standing together on one side of the runway closest to the pits except for special circumstances: helicopters, pylon events and practice, etc.
8. All pilots will notify other pilots and bystanders of their intention to land or take off.
9. Fines will be \$1 for each violation of flying safety.
10. In order for fines to be levied, the violation must be witnessed by the Field Marshal or any two or more members.

**Article 16 - Sound Level Rule.**

1. All aircraft must pass the club noise standards.
2. The pilot is responsible for having his aircraft and engine combination within club limits.
3. Any club member may ask for a testing or prior testing results of any aircraft or engine combination.
4. The club standard on or after January 1, 1989 is as follows: The maximum noise level shall be 95 dBA measured at three meters (9 feet 10 inches) from the centerline of the model with the model placed on the ground. With the engine running at full power, measurement will be taken 90 degrees from the flight path on the right-hand side and downwind from the model. The microphone will be placed on a stand 30 centimeters (11.8 inches) above the ground in line with the engine. No noise-reflecting objects shall be nearer than three meters from the model or microphone. Models failing the noise test will not be allowed to fly.

**Article 17 - New Members.**

Prospective new members must attend a meeting and make application in person (this rule can be waived under special circumstances such as persons regularly working the second shift). They will need to present a valid AMA card, initiation fee, and first year's dues to the club Treasurer. At this time they will be given a copy of the club Bylaws and Safety Handbook, and should be assigned to a flight instructor. No new members, no matter how much experience he/she has, will be allowed to fly solo at club fields until the Flight Proficiency Test is

passed, the member demonstrates knowledge and understanding of the club safety rules, and their membership card is signed by a designated instructor.

### ***Article 18 - Flight Proficiency Test.***

Members are not allowed to fly without the direct supervision of a designated instructor until flying proficiency is demonstrated. Proficiency shall be the ability to perform at minimum the following tasks unassisted:

- A) Takeoff**
- B) Fly once around the field in a clockwise direction**
- C) Reverse direction 180 degrees**
- D) Fly once around the field in a counterclockwise direction .» , . . .**
- E) Land safely on the runway**

Once a member has passed the flying proficiency test, and demonstrates satisfactorily the knowledge and understanding of the frequency control system, other field regulations, and proper operation of a model including ground safety, the member's card/badge shall be signed by an approved instructor.

### ***Article 19 - Flying Site Etiquette***

1. Abusive behavior is not allowed at the field or any club meeting or event. A violation of this rule must be witnessed by a Field Marshall or any two or more members and reported in writing to the club president. A member's first offense will result in a warning. A second offense may result in the expulsion of the member from the club by a majority vote of the officers and board of directors.
2. In order to protect the club and its members from prosecution and lawsuits, members must actively avoid flying near hawks, gulls, and any other birds sitting on or flying over the field, and avoid any action that might be misconstrued as molestation. This means that if birds fly over the field or near your plane you must fly well away from them and give them clear air. Many of these birds, most particularly birds-of-prey, are protected from molestation by Federal law.



## Club Officer and Volunteer Positions

### **Club Officers:**

President: chairs club meetings and ensures all club functions are performed by delegating duties to volunteers and committees.

Vice President: chairs club meetings in the absence of the President, also runs raffle at meetings.

Secretary: handles all club correspondence, edits the club newsletter, processes the Club renewal with the AMA and the State of Connecticut Incorporation renewal.

Treasurer: handles all club funds

### **Volunteer Positions:**

- Newsletter Editor: Edits the club newsletter.
- Event Organizer: Organizes educational/entertainment events at club meetings.
- Field Maintenance: Organizes mowing, rolling, and other maintenance of the club fields.
- Publicity Director: Coordinates advertising and public promotion of the club through the local media and other means.
- Handbook Editor: maintains and revises the NEDS Bylaws and Safety Handbook.

## Current Club Officers and Volunteers

### **Club Officers:**

President: Rich Pierce [RichP@FlyNEDSrc.org](mailto:RichP@FlyNEDSrc.org)

Vice President: Greg Watson [GregW@FlyNEDSrc.org](mailto:GregW@FlyNEDSrc.org)

Secretary: Bill Tripp [BillT@FlyNEDSrc.org](mailto:BillT@FlyNEDSrc.org)

Treasurer: Tina Pierce [TinaP@FlyNEDSrc.org](mailto:TinaP@FlyNEDSrc.org)

### **Volunteer Positions:**

Newsletter Editor: Bill Tripp [BillT@FlyNEDSrc.org](mailto:BillT@FlyNEDSrc.org)

Meeting Event Organizer: President or next seat of rank per meeting.

Field Maintenance: Club organized event, nomination by member per event. Publicity Director: Greg Watson [GregW@FlyNEDSrc.org](mailto:GregW@FlyNEDSrc.org) / Rich Pierce [RichP@FlyNEDSrc.org](mailto:RichP@FlyNEDSrc.org)

Handbook Editor: Bill Tripp [BillT@FlyNEDSrc.org](mailto:BillT@FlyNEDSrc.org)

## ***Flight Instructors***

The following club members have volunteered to be available to help you learn how to fly. They have been approved as instructors based on their own flying proficiency. Rather than taking your chances when you get to the flying field, it is suggested that you call an instructor to make sure one of them will be at the field when you plan to be there. For safety's sake, don't be bashful. If you don't know what you're doing, or you simply need a little guidance, please ask.

### **SPORT/GAS/ELECTRIC**

Bill Glode (860)429-1046 [BillG@FlyNEDSrc.org](mailto:BillG@FlyNEDSrc.org)

Ron Vernier (860)205-3277 [RonV@FlyNEDSrc.org](mailto:RonV@FlyNEDSrc.org)

Greg Watson (860)508-2394 [GregW@FlyNEDSrc.org](mailto:GregW@FlyNEDSrc.org)

Matthew D'Auteuil [MattD@FlyNEDSrc.org](mailto:MattD@FlyNEDSrc.org)

Rich Pierce [RichP@FlyNEDSrc.org](mailto:RichP@FlyNEDSrc.org)

### **GLIDERS**

Bill Glode (860)429-1046 [BillG@FlyNEDSrc.org](mailto:BillG@FlyNEDSrc.org)

Ron Vernier (860)205-3277 [RonV@FlyNEDSrc.org](mailto:RonV@FlyNEDSrc.org)

### **HELICOPTERS**

Greg Watson (860)508-2394 [GregW@FlyNEDSrc.org](mailto:GregW@FlyNEDSrc.org)

Rich Pierce [RichP@FlyNEDSrc.org](mailto:RichP@FlyNEDSrc.org)

## Flying Site Safety Rules

The following rules are to give you an idea of what is expected of you at the flying field, and what you can expect of others. Don't be concerned by the length of the list—it takes a lot of space to write them, but only a few minutes to read them.

Most of them are based on common sense.

1. The official AMA *Safety Code* and all safety rules contained in the AMA *Model Aircraft Regulations* book shall be applicable to all flying activity at the field (a copy is included in this booklet).
2. All flyers must have a current AMA license and a current *NorthEastern Drone Society* club membership card which must be displayed upon request of a club member or park ranger.
3. Flying activity shall not be conducted before 10:00 AM. All flying activity is to cease at sundown.
4. Flying activity shall be conducted in accordance with DEP Use Permits.
5. **Under no condition shall a transmitter be turned on before the frequency has been secured with the appropriate frequency control pin.** You must bring your own frequency pin and secure it to the frequency control board installed at the field. Release the frequency when you have finished flying by removing your frequency pin **after** your radio has been turned off.
6. A muffler must be employed on all engines so as to meet the applicable NEDS sound rules. **(Effective 1-1-89, engines cannot exceed 95 dBa measured at 3 meters.)**
7. Any club member may bring an occasional guest flyer to the field. The guest flyer must have a current AMA card in his possession and must comply with all field safety rules. It shall be the responsibility of the member to inform the guest of the flying regulations and for the guest's conduct.
8. Radio-controlled airborne activity shall have absolute priority use of the flying field. Control line activity shall be permitted only if conducted without interfering with or causing hazard to RC activity. Control line flying shall be conducted well away from RC flying and parked vehicles.
9. You are responsible for any and all actions by yourself, your guests, and by your children. This includes damage to property including aircraft and equipment. Any question of value of goods damaged or destroyed may, in the event of a dispute, be resolved by a committee appointed for the occasion by the club president.
10. Clearly recognizable frequency flags must be attached to the transmitter antenna.
11. All flyers and airplanes should congregate in a closed pit area. A loosely spread pit area does not allow for close communications to warn of dangers and misuse of frequencies.
12. A flyer shall not willfully and deliberately fly his model in a careless, reckless, or dangerous manner.

13. Engines NOT to be started in the pit area, only in the designated starting area.
14. During high activity periods, beginner or novice flyers must employ the assistance of an experienced flyer.
15. All flyers must fly from the flight line, a position immediately forward of the pit area; not from the middle or opposite side of the field, except for special circumstances; helicopter flying and pylon racing practice, etc.
16. Turns after takeoff and approaches for landings shall be conducted in such a manner to prevent flights over the pits, spectators, or parking area; in other words, away from the flight line.
17. Make every effort to avoid flying in the proximity of low-flying full-scale aircraft, and when necessary maneuver your model aircraft to a position to avoid even a possible near flight to a full-scale aircraft. All flyers must warn each other of possible upcoming near flights to full-scale aircraft.
18. Flights of any sort are prohibited over the pits, spectators, flight line, or parking area.
19. High-speed low passes and touch-and-go landings shall be announced and conducted in such a manner to prevent a potential hazard to other flyers and spectators.
20. When an approaching model appears to be potentially hazardous to other flyers or spectators, it shall be the duty of all observers to yell "HEADS UP" or use other appropriate language to warn of the approaching danger.
21. The flyer of a dead-stick approach shall clearly and loudly warn all persons of his dead-stick approach. The pilot of a dead-stick aircraft shall have priority over all others to land.
22. Do not taxi into or out of the pit area. You must maintain physical contact with your model until you reach the flight line (i.e., no taxiing on the pitside of the flight line).
23. No more than two persons (preferably one) shall retrieve a model stranded in the landing area. Do not allow young children to retrieve or even help retrieve a model stranded in the landing area.
24. When retrieving a model stranded in the landing area be extremely cautious of approaching aircraft. It is very difficult for flyers to see a person in the landing area while they are making landing approaches. An observer shall warn persons in the landing area of approaching aircraft.
25. Vehicles other than field maintenance vehicles shall not be driven onto the flying field.
26. During periods of field maintenance and grass mowing operations, every consideration for safety shall be given to the maintenance operator.
27. Do not leave trash on the field. Trash is anything that didn't grow there.
28. The gate at the entrance to the flying field at Mansfield should never be left unlocked, even if your buddy is "two minutes behind you". The gate at the Coventry field can be left open only while members are flying.
29. Be considerate to your fellow flyers. Beginners shall always have the right-of-way in the air.

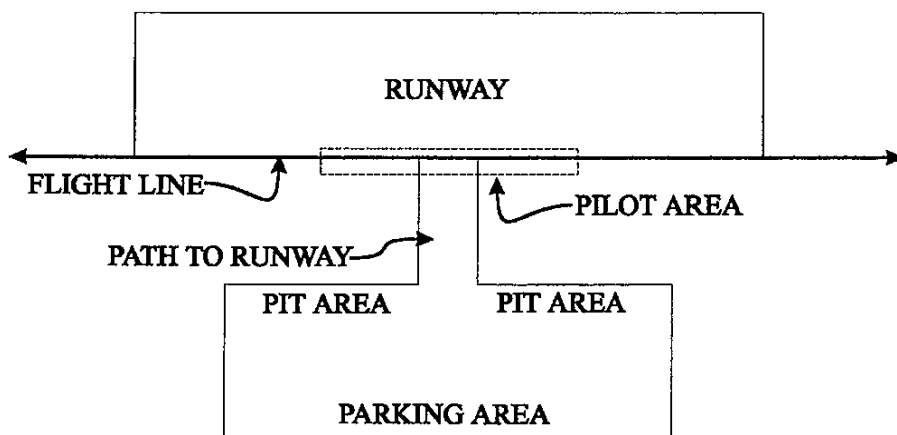
30. Call your landing. This makes other pilots at the flight line aware of a landing aircraft.
31. Fly with a “spotter” whenever possible. A spotter can tell you when pedestrians are walking by the end of the runway or when full-scale aircraft are passing by at low altitude.
32. Repeated violations of the safety rules may result in the expulsion of the violator from the Club by majority vote of the Officers and Board of Directors.
33. Fines will be \$1.00 for each violation of flying safety. In order for fines to be levied, the violation must be witnessed by a Field Marshall or any two or more club members.

## Preflight Checklist

The following is a list of items you should get into the habit of inspecting before each flight, or at the very least, each time you assemble your aircraft for the day's flying. If you damage your aircraft, make sure you check it carefully before the next flight. If you are flying the aircraft for the first time, have someone else look it over before you fly. Even an experienced builder can forget something obvious in the rush of excitement to fly a new creation!

- Check the propeller for nicks, chips, or cuts. If damaged, replace before flying.
- Check the propeller shaft hub or spinner to make sure it is smooth and secure.
- Check the engine mounting bolts/screws to make sure they are secure. Also check muffler bolts to make sure they are secure.
- Check the tail section of the aircraft to make sure the control surfaces are in good order, that there are no cracks, the hinges appear secure, and the clevises are properly secured.
- Check main wing area for cracks, especially on the leading edge and ailerons. Also make sure the rubber bands or wing bolts are secure.
- Check all control surfaces to make sure there isn't excessive play.
- Check landing gear. Gear should be straight and secure. Wheels should spin freely.
- Check battery levels for both transmitter and receiver to ensure against failure in the air.
- Check with transmitter and receiver on that all control surfaces operate properly (see next item below).
- Make sure you have "secured the frequency" that matches your transmitter frequency and that you are cleared for takeoff. You secure a frequency by fixing your pin to the frequency control board.

## Typical Field Layouts



## Official Academy of Model Aeronautics National Model Aircraft Safety Code

Insurance coverage is effective on the date of receipt at AMA Headquarters of a properly completed application and correct dues payment. Membership ends each year on December 31, regardless of the date a membership application is received. If a magazine is included with the membership, it begins with the first issue available for the year after a correct current application and payment are received, it expires with the issue printed in December (which is dated February of the following year). Membership rates and insurance limits are those in effect at time of printing. Actual cost of dues and amount of insurance coverage is subject to change. Any such changes will be noted at the time of membership processing so that they may be accepted or not.

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Effective January 1, 2014

**GENERAL:** A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

- 1) Model aircraft will not be flown:
  - a) In a careless or reckless manner.
  - b) At a location where model aircraft activities are prohibited.
- 2) Model aircraft pilots will:
  - a) Yield the right of way to all human-carrying aircraft.
  - b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
  - c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
  - d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
  - e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
  - f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
  - g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
  - h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
  - i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.  
Exceptions:
    - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
    - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.

- Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
- j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
- 3) Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
  - a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
  - b) An inexperienced pilot is assisted by an experienced pilot.
- 4) When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

## **RADIO CONTROL (RC)**

- 1) All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
- 2) A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
- 3) At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
  - a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
  - b) At air shows or demonstrations, a straight safety line must be established.
  - c) An area away from the safety line must be maintained for spectators.
  - d) Intentional flying behind the safety line is prohibited.
- 4) RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
- 5) RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
- 6) With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
- 7) Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
- 8) RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
- 9) The pilot of an RC model aircraft shall:
  - a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
  - b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document#550.
  - c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560.

## **FREE FLIGHT**

- 1) Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
- 2) Launch area must be clear of all individuals except mechanics, officials, and other fliers.
- 3) An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

## **CONTROL LINE**

- 1) The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.



- 2) The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
- 3) Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
- 4) The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
- 5) The flying area must be clear of all nonessential participants and spectators before the engine is started.

## **SPECIALIZED SUPPLEMENTAL SAFETY CODES**

Specialized supplemental Safety Codes exist for the following:

RADIO CONTROL COMBAT (#525)

GENERAL RADIO CONTROL RACING (#530)

GIANT SCALE RADIO CONTROL RACING (#515-A)

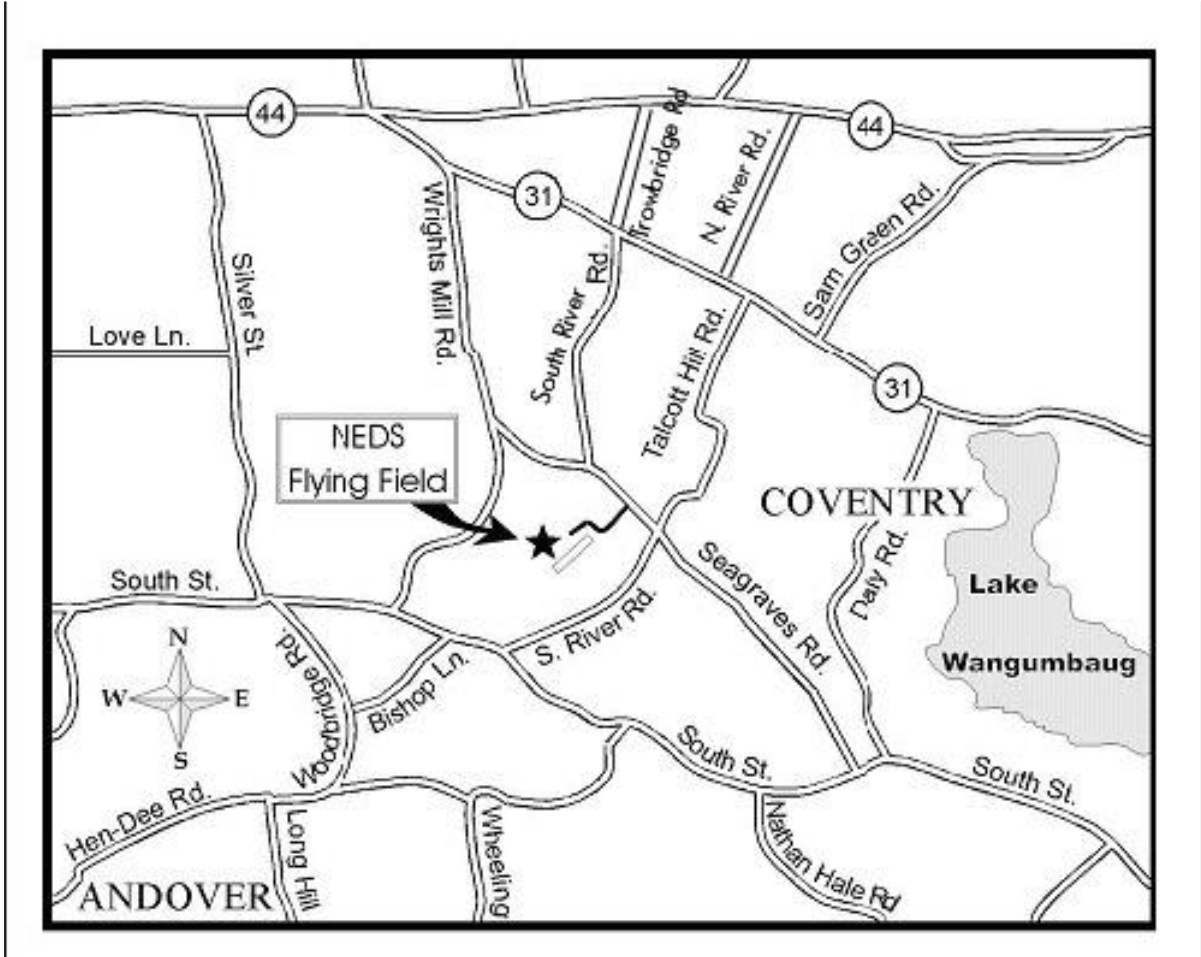
GAS TURBINE OPERATION (Note: Special waiver required) (#510-A)

These special codes and appropriate documents may be obtained either from the AMA web site or by contacting AMA Headquarters.

### Map to Coventry Flying Field

Location: latitude: 41o 21' 22.5" N

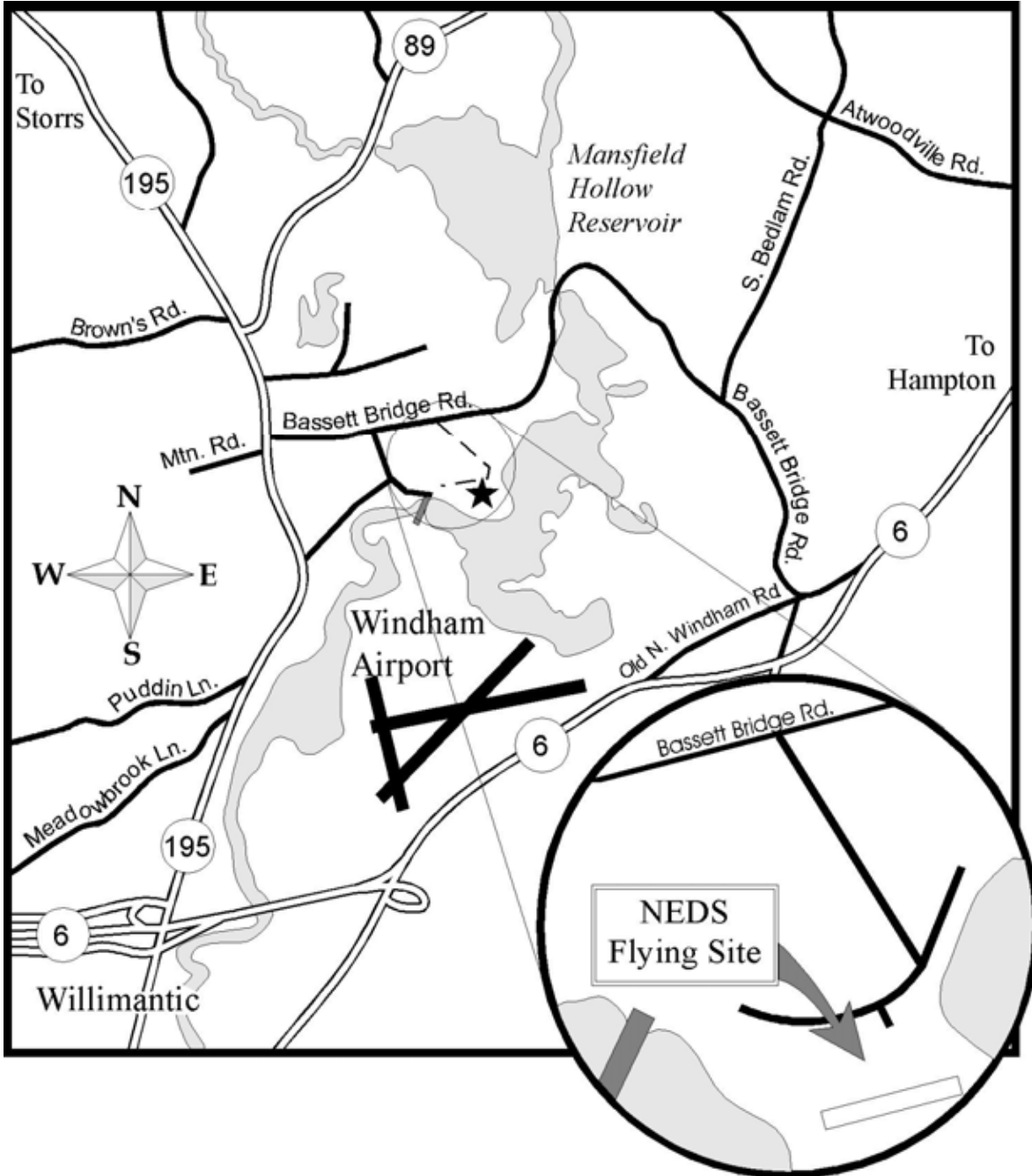
Longitude: 72o 46' 30.0" W



### Map To Mansfield Flying Field

Location: Latitude: 41o 45' 23.5" N

Longitude: 72o 10' 42" W



### Frequency Control Board

11	34	57
12	35	58
13	36	59
14	37	60
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The NEDS Frequency Control Board prevents use of frequencies 23 channels apart to reduce possible interference. Club members are encouraged to bring a frequency control board with them to the flying field, if one is not already set up, to place theirs in a convenient location next to the path leading from the pit area to the runway. To make a frequency control board, cut out the two number panels on this sheet (you may wish to copy/enlarge them first). Glue them on a thin piece of plywood (1/8-inch works well) cut to fit. Then glue the plywood to a 3/4 by 3/4 inch sharpened stake, with the number panel's left edge flush with one edge of the stake. All members should bring to the field wooden clothes pins with their name and channel number printed plainly on the pin. Bring multiple pins if you have ore than one radio. To reserve a frequency for flying, clip the clothes pin to the right edge of the board on the row with your channel number; this blocks out all the channels in that row. Do not fly unless the row with your channel number is open. Don't forget to take your pin off the board once you have finished flying.