

Crows Landing Flight

Rules 8-3-2021

Version 2.3

Please read the entire document, especially part 2, the new warning on manned aircraft operating in our area.

Note: Corona Virus rules at NASA/Crows Landing airport will follow State and County guidelines.

Part 1

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.

Part 2

6-15-21 New additional flight rules for NASA/Crows Landing Airport

Valley Crop Dusters new runway operations

Starting soon, Valley Crop Duster will be constructing a runway west of our RC flying zone. They will be flying manned aircraft off this new runway to refuel and reload their aircraft. They have contacted us and supplied a map. The map includes their runway

and intended flight patterns. Basically they plan to take off from Davis road and fly east then turn either north or south depending on where they are dusting. Landing will be flown in the same pattern in reverse. Their flights will be random throughout the week and weekends. Although our main pattern is not normally in their flightpath, we have had some aircraft lose control and fly or crash close to where they plan to depart from and approach their runway.

Caution must be taken if Valley Crop Dusters are sharing the local airspace with us!

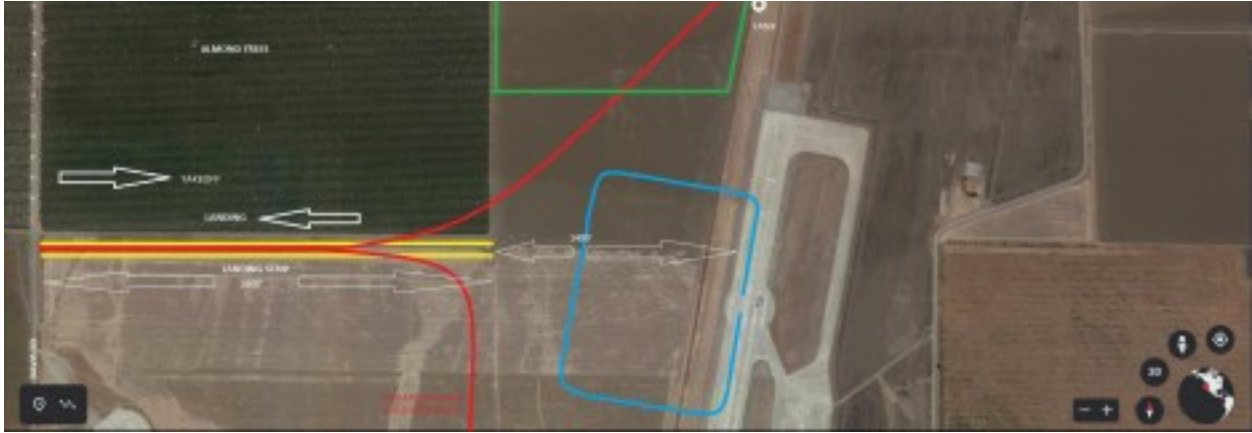
SEE & AVOID MANNED AIRCRAFT

AMA and FAA rules say all RC aircraft must give way to manned aircraft at all times. Because there is a risk of a club member's plane losing control due to both operator and/or equipment failure, it is suggested that RC pilots do their best to avoid the manned aircraft and stay as far away from the manned aircrafts flight patterns as possible. As an example, if the manned aircraft is using the northern pattern, keep your RC aircraft flight pattern to the south and keep as close to our runway as possible. If a crop duster is using the southern pattern, keep your RC aircraft to the north and keep as close to our runway as possible. When a crop duster takes off from their runway there is no way to know which pattern the pilot will take, so if you hear a plane taking off try to stay as close to our runway as possible. Consider landing when it is safe to do so.

The FAA states that any incident occurring between manned aircraft and RC aircraft will basically be the fault of the RC pilot not avoiding the manned aircraft.

Be more watchful if you are flying by yourself. Remember you might arrive before the crop duster operation starts.

Below are the planned flight paths provided by Valley Crop Dusters.



The blue area is our normal RC flight zone. The outer areas as indicated in orange should be avoided when possible. We have had out of control RC aircraft fly well beyond our normal flight area.

Please keep aware of Valley Crop Dusters operations. Spread the word to all Modesto Vet RC members planning to fly at NASA/Crows Landing Airport about the recent changes. Valley Crop Dusting are working with us and are aware of our RC operations. Be safe.

Part B

Miscellaneous flying site rules:

1. Members are only allowed to fly at NASA Crows Landing Airport when Stanislaus County allows the Modesto Vet Center RC Flying club membership to access the facility. Members violating the proposed flying days may be subject to expulsion from the club. Your signature on the membership/renewal form indicates your acceptance of all AMA and Modesto Vet Center RC Flying Club rules. Any infraction of these rules is subject to warning, citation or termination of membership and forfeiture of annual Club dues. The governing club board will determine if a member requires a warning, a violation citation, or if they are subject for termination.
2. Permission to use the facility is from sunrise to sunset on approved days only.
3. Trespassers on the property should be reported to the Stanislaus County Sheriff Dispatch. The dispatch will ask for your name, who is trespassing, what they are doing, how many are trespassing along with any description of their vehicles and/or activity. The dispatch number is (209) 522-2468. Please make sure the supposed trespassers are not individuals scheduled to be there or personnel performing county maintenance at the facility. Please notify the club field safety officer or other board member that a report was made. The safety officer will log the incident when possible.
4. Alcoholic beverages are not allowed to be consumed by members or guests on site.
5. Members must control their animals at all times while on site. No animals are allowed on the runway at any time. Leashing your dog is recommended if it is bothering other members.
6. Do not litter. Pack it in & pack it out!
7. All debris due to a crashed aircraft must be cleaned up to the best of our ability.
8. FPV operations using goggles must be conducted with the use of a spotter and pilots must use the flying areas as specified in the general rules. All pilots (or their spotter) must maintain visual line of sight (VLOS) of their aircraft while flying at NASA Crows Landing Airport.
9. Music is not allowed on the flight line and in general should not annoy members or hinder communication.
10. Guest pilot request forms:

Guest pilots (as opposed to visitors) are non-members who are proficient in RC flight operations and are requesting to fly during approved days at NASA Crows Landing airport. Guest Pilots must have current AMA endorsement, and are only allowed to fly when their sponsoring club member is present. The sponsoring club member must submit a guest request form to a board member or Email the form to modestovetsrcclub@gmail.com 7+ days in advance of the requested date.

The sponsoring member will be notified of the status of their request at least 3 days prior of the requested flying date. Approved guest pilots must have a guest request form for each day they are planning to fly. On the fly day the sponsoring member must show the guest request form, proof of an

active AMA membership and pay a daily fly fee (currently \$10). PayPal, cash or checks can be used for the daily fee. Pay-Pal payments are made to modestovetsrcclub@gmail.com. Cash or checks can be submitted to any board member on site during the fly day. If no board member is present to collect the fee, it's up to the sponsoring member to submit the payment to a board member ASAP.

A guest pilot can only fly 4 days/year. During highly congested days when we have a large group, guest pilots may be asked to limit their flights so active club members have more of an opportunity to fly. Guest pilots operating turbine aircraft must have a valid turbine endorsement, noted on the form, and must follow Modesto Vets Center RC flying club procedures and AMA rules. The sponsoring club member is responsible for how guests enter and leave NASA Crows Landing Airport. It's up to the sponsoring member to make sure the guest knows how to drive safely while entering and exiting the flying site.

Update:

The club will also allow permission for guest pilots to gain approval to fly using the WhatsApp ModestoVets RC club website through the assistance of Shahram Shirazi who moderates the site.

11. Club members can bring visitors that are not veterans or first responders who want to spectate and/or wish to learn how to fly RC aircraft under the guidance of a member. Visitors (as opposed to guest pilots) do not require pre-authorization to attend, but the host member is still responsible for the visitors conduct and actions. Visitors attending a fly day and are learning to fly while being instructed by a current member, (using a buddy box or similar), do not need a guest waiver, and no fee or AMA endorsement is required because the visitor is operating under a current club/AMA member's guidance. Again it's up to the sponsoring member to make sure their visitor(s) know how to drive safely while entering and exiting the flying site.

12. Those classified as active military, national guard, military veterans of past or current service, or active/retired law enforcement personnel are always welcome to attend. If they want to fly on their own they must fill out the necessary guest form information unless a club member is providing flight line training. To fly on their own, they must have an active AMA endorsement. Current or past members of the military, national guard, veterans, or first responders are required to show proof of duty/service within two visits to the flying site. All club and AMA rules still apply. These individuals are not required to pay a daily flight fee. Please note that *first responders* are defined as those individuals who have specifically been active in law enforcement duties.

13. Members can bring family but please make sure they are aware of the possible hazards on site. This is extremely important when dealing with children.

Part C:

Temporary supplemental flight rules:

Additional Crows Landing Flying/Use rules during the Corona Virus Pandemic:

If you have been in contact with any person(s) who may have been subjected to C-19, please do not attend unless you have been medically cleared. If you have any flu type symptoms, feel sick or have tested positive for C-19, please do not attend. If you are medically in danger of contracting C-19, care is advised when attending any Modesto Vet Center RC Flying club functions.

- 1) Community food and beverages will be made available during specific scheduled events. As always, members can bring their own food and drink if they wish. Members are responsible for their own health protection.
- 2) All club members **MUST** abide by the current Stanislaus County Covid-19 rules while at Crows Landing.

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.