



## **Charlottetown Radio Control Flying Club**

### Our Flying Field

The CRCFC flying field exists in a rural area of Queens County Prince Edward Island, along the south shore and bordered by Pownal Bay to the South and farmland to the East and West. The Center of the pilot stations is geo located at 46.19365 -63.02765 (46°11'37.1"N 63°01'39.5"W) Our runway is approximately 110m in length and 35m wide.

Safety Set backs are as follows:

Flight Line to Pilot Stations: Minimum of 7 meters

Flight Line to Spectator Safety Fence: Minimum of 15 meters

Flight Line to Parking Area: Minimum of 35 meters



### Where We Fly

The general flying area consists of a large rectangular area extending approximately 275 meters directly outwards from the Flight Line and 540 meters in overall width. No Flying is permitted North of the Flight Line that extends West to East. Our flying is limited to maximum 700' AGL which is in our case also 700' ASL. Signs warning of the operation of Model Aircraft are prominently posted at the entrance to our field and as well along the public road with transits our general flying area.

### What We Fly

CRCFC Members operate a wide variety of remote controlled model aircraft (now referred to as RPAS) including traditional sport models of electric, gas and nitro powered with wingspans ranging from small park flyers to large, 120" wing span giant scale IMAC aerobats and small to medium size EDF jets.

We generally DO Not limit the operation of Control Line, Free Flight, Space models or Surface vehicles but we rarely see the use of these model types at our field.

## Club Rules

### 1. Rules/Authority to enforce:

1.1 Members of the C.R.C.F.C. Board have the authority to enforce these rules.

1.2 The board is empowered to take actions ranging from a letter of reprimand, suspension of flight privileges, to expulsion from the club. Board actions will be taken on an individual incident and severity basis.

1.3 All members are obliged to advise the offender of an infraction. It is a rule violation not to report a violation.

1.4 Field rules are necessary in order to ensure the continued availability of a flying field. The rules are fair and reasonable and are designed to protect the best interests of all club members. These rules apply to all members and their guests.

1.5 Persons who break the rules are showing lack of concern and consideration for other members, as well as risking embarrassment and legal liability to themselves.

1.6 All members are responsible to be familiar with the rules and to ensure their guests are informed.

### 2. Pit Area Protocol

2.1 Radio transmitters must be impounded immediately upon arrival at the flying field.

2.2 Aircraft must be properly restrained before starting.

2.3 Ensure that all persons are clear of your propeller arc.

2.4 When running an engine, be sure to direct propeller blast away from other flyers, planes or equipment.

The following preflight checklist is to be completed before flying each day.

#### INTERNAL

- Check all servos, mounts & servo arms for security and tightness.
- Check that pushrods are secure.
- Check that the receiver and battery are padded and secure.
- Check for loose items that could interfere with servo and pushrod movement.

#### WING

- Check for breaks, wraps and other defects in wing and fuselage.
- Ensure center section is adequately reinforced.
- Check aileron pushrods and clevises [if used] before securing the wing to aircraft.
- After wing is in place check for proper incidence and alignment.

#### ENGINE AREA

- Check engine mount, engine, muffler and prop nut and spinner [if used] for security.
- Check prop for nicks, cracks or other defects.
- Check nose steering mechanism for security [if present].
- Check engine for obvious thrush misalignment.

#### TAIL SECTION

- Check vertical stabilizer, rudder and clevis for security.
- Check tail wheel for security [if present].
- Check horizontal stabilizer, elevator and clevis for security.

#### RANGE CHECK

- Ensure that radio batteries have been properly charged.
- If frequency is available range check the plane with antenna collapsed.
- Check to ensure all flight controls and throws move smoothly, and, in the proper direction
- Check flight control surfaces for proper trim

#### ON-GOING CHECKS

- Check receiver battery voltage at the beginning of each day and immediately after each flight.
- Recharge battery when voltage level drops to 4.6 v or below.
- Monitor transmitter voltage indicator for safe battery level and charge as necessary.
- After all rough landings or crashes you must perform all checks indicated above.