

# Fly Alone Field rules

## **Member rules:**

When flying alone you are solely responsible for the condition of the field. If you arrive at the field it is clean, you remove all material you bring in with you it stays clean. If there is material there that does not belong there than you are to remove at the end of your day. The field is to be left clean at the end of the day! All existing flight and field rules are to be adhered to.

Any pilot not following the field rules or flying a non-approved "Fly Alone model" by themselves will have their membership immediately revoked.

\*\*\* **Please note** that Provisional members are excluded from the fly alone privilege. You need to be a full member in good standing with the club to be considered for flying alone. \*\*\*

## **Fixed Wing Model Requirements:**

Fly alone models will weigh 2 pounds or less and be incapable of reaching speeds greater than 60 mph. They must be electric powered, or of any similar quiet means of propulsion. Models should be remotely controlled, remain within the pilot's line of sight at all times, and always be flown safely by the operator. The fly alone pilot will keep the model within the established flight boundaries of the field. Members need to take into consideration several factors, including piloting ability, weight, size, and speed of the fly alone model.

## **Aircraft specs:**

- Wingspan no greater than 43".
- Model not to exceed 60mph air speed
- Radio failsafe must pass inspection.
- Use of throttle hold/lock switch is required.
- Prop saver drive is highly recommended for pilot safety. But may be waived if the pilot shows the proper function of his failsafe programming and throttle hold/lock operation.

## **Helicopter Requirements:**

- Helicopter model is to be no larger than a 450 class heli.
- Use of throttle hold/lock switch is required.
- Radio failsafe must pass inspection.
- No stretched kits allowed. Must be stock format.

## RCRCC Fly Alone Waiver Form

I \_\_\_\_\_ hereby acknowledge that by signing this waiver, I will follow all the rules and regulations outlined in the RCRCC “Fly Alone Field Rules” and related documentation. I also understand that I and I alone am solely responsible for my actions. I will not hold the town of Clarkstown, its municipalities, RCRCC or its members liable for any injury or damage that I may occur or cause during the operation of my aircraft.

When alone I agree to only operate aircraft that have been approved based on the guidelines in the “Fly Alone” documentation and that have passed inspection by the club safety officer or other qualified member.

I also fully understand and accept that if I violate the rules outlined in the “Fly Alone” documentation. The penalty is immediate dismissal from RCRCC. Violation of these rules will also terminate the fly alone privilege for all members of RCRCC bringing this program to an end.

Flying alone at RCRCC’s field is a privilege granted by the membership to those qualified and willing to follow the rules.

Sign here \_\_\_\_\_ Date \_\_\_\_\_

## Fly Alone Inspection Form

### Fixed Wing

Wing span 43" or less.

Weight 2lbs or less.

#### **Radio Fail Safe**

Throttle Cut on loss of transmitter signal (Mandatory)

Throttle cut on loss of receiver power (Mandatory)

Control surface default positions upon transmitter signal loss.  
(up to operator).

Throttle Hold from Transmitter.

(If transmitter does not support throttle hold than another option needs to be implemented where ESC cannot be armed until set down at flight line.)

Prop saver implemented. (required if Throttle hold or other power interruption method is not used)

### Helicopter

450 class heli or less.

#### **Radio Fail Safe**

Throttle Cut on loss of transmitter signal (Mandatory)

Throttle cut on loss of receiver power (Mandatory)

Control surface default positions upon transmitter signal loss.  
(up to operator).

Throttle Hold from Transmitter.

(If transmitter does not support throttle hold than another option needs to be implemented where ESC cannot be armed until set down at flight line.)

**Inspected By:** \_\_\_\_\_

**Date of Inspection:** \_\_\_\_\_

**Sticker issued:**  Yes  No

**Aircraft Model:** \_\_\_\_\_

**Aircraft Manufacturer:** \_\_\_\_\_