



# Ventura County Comets Radio Control Club

## AMA Charter Club #0173



Name \_\_\_\_\_ Date of Birth \_\_\_\_\_ AMA No. \_\_\_\_\_

Phone Number(s) \_\_\_\_\_ Cell Phone \_\_\_\_\_ sUAS Cert No. \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail Address \_\_\_\_\_

Radio Channels / Types \_\_\_\_\_

I have read, understand and agree to follow all field and AMA rules. (See pages 2 and 3 below)

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Senior - \$50 per year.** This is an individual membership for those 18 or more years of age.

**Spouse of a Senior Member - \$25 per year.** \_\_\_\_\_

Spouse's Name \_\_\_\_\_ AMA Number \_\_\_\_\_

**Junior - \$10 per year.** Individual membership for those less than 18 years of age.

Additional Family Member Name \_\_\_\_\_ AMA Number \_\_\_\_\_  
 sUAS Cert No. \_\_\_\_\_

Additional Family Member Name \_\_\_\_\_ AMA Number \_\_\_\_\_  
 sUAS Cert No. \_\_\_\_\_

Additional Family Member Name \_\_\_\_\_ AMA Number \_\_\_\_\_  
 sUAS Cert No. \_\_\_\_\_

**A one-time Runway Fee of \$100** is required of all new members who have never joined the Comets before.

To apply for membership send this form with a copy of your current AMA card(s) and a check for the appropriate amount to:

Ventura County Comets  
 PO Box 333  
 Ojai, CA 93024-0333

For additional membership information contact: TJ Moran Treasurer  
 E-mail TJ\_Moran@Roadrunner.com  
 Telephone 805 649-8193  
 (Monthly Newsletters will be sent to the E-mail Address provided above)

## Ventura County Comets Field Rules

### **1. Current AMA membership insurance is required for all flyers.**

2. Fly in accordance with AMA Safety Code.
3. No consumption of alcoholic beverages by any flyer.
4. No unattended children or pets allowed on the flight line or in the pit area.
5. All transmitters must have Channel numbers displayed.
6. All flyers must understand and comply with channel number frequency control, and know how to use the frequency control board. DO NOT turn on your transmitter until you have the right frequency pin attached to your antenna, and priority to use your frequency number.
7. When two or more transmitters are on the same frequency, the transmitters without the frequency pin must be stored in the frequency control board impound area.
8. No engine start-ups before 8:00am. (7:30am. when campground "O" is closed).  
Electric planes may be flown after sunrise. No flying after sunset.
9. No Jet Engines, Turbine Engines or Rockets are allowed at this field. Electric Ducted-Fan jets are OK.
10. Mufflers are required on all gas/glow engines. Noise levels should not exceed 98db at 3m (appx. 10 ft.)
11. Models must be restrained during engine start-up, either by a mechanical restraint device, (i.e: tail hook), or by a helper.
12. Engines may only be started with an electric starter, chicken stick, or a gloved hand, (no bare fingers).
13. Pay attention to where your model's tail is pointed during all engine runs. Prop wash should be directed away from people in the area.
14. Pilots must fly from one of the 5 designated pilot stations. No more than 5 pilots are allowed to be in the air at the same time.
15. Announce whenever you taxi or carry you airplane onto the runway, take-off, or land; and especially if you lose power, have a dead stick, or need to make an emergency landing. Emergency landings have immediate runway priority.
16. Initial turns after take-off must be made away from the pit area.
17. NEVER FLY OVER THE PIT AREA.
18. Pilots must fly all aircraft on the far side of the runway, except during takeoffs and landings, and must maintain a minimum altitude of 200 feet above the lake, at all times.
19. When more than one aircraft is in the air, all must fly the same pattern as dictated by the wind direction, (normally this is a clockwise direction).
20. Maintain positive control of you airplane at all times. If an aircraft/pilot is causing a hazardous condition to persons in the area, he/she will be asked to fly in accordance with the AMA Safety Code and Comets R/C Flying Rules. If the hazardous condition continues, the pilot will be directed to land immediately.
21. No excessive engine runs in the pit area. Use the North or South end tables for all engine tuning or break-in procedures.
22. Cell phones are not allowed on the flightline, and should not be used during engine start-up, or anytime you have a transmitter in your hands.
23. Please clean up after yourself when you are done. Pick up all trash and debris, and clean the 2-stroke oil off of the flight table you are using.
24. Last person to leave the field will police the area, take down the windsock, and lock up the frequency control board, utility shed, and all gates.
25. All padlocks must be locked and secured back where they originally came from. Spin all the numbers so that the combination is not revealed. Please snap the lock shut and spin the numbers, even if you will be leaving a gate open. Do not hang an open lock back on the fence for someone to steal.

**Academy of Model Aeronautics National Model Aircraft Safety Code  
Effective January 1, 2014**

A. **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.

**B. 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 flightline.

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.