

## CAPE CORAL R/C PARK FLYING SITE SAFETY RULES

These rules have been approved by the Cape Coral R/Seahawks Board of Directors and meet the requirements of the City of Cape Coral Parks and Recreation Department. All pilots will follow these rules at this flying site at all times. These rules may be altered only by officers of the Cape Coral R/Seahawks for contests and special events. Altered rules are valid only during those events, due to the special conditions involved.

### FIXED WING AND GAS TURBINE SAFETY RULES

1. The AMA, Giant Scale and Gas Turbine Safety Codes will be incorporated into the club's Safety Code and will be complied with.
2. When starting an engine of any aircraft, the prop wash or exhaust of the aircraft shall be a safe distance from all personal.
3. Guest flyers shall display a current AMA card on the frequency board. All non-flying guests and children under 6 years of age will remain behind the 4' spectator fence at all times.
4. Engine break in running is allowed only at the west end of the pit area at least 25' from the last flight station.
5. Starting of any engine with personal within the propeller arc or the exhaust end of a turbine is prohibited. All aircraft will be secured by appropriate means when starting.
6. Mufflers are required on all engines .10 size and larger of 2-cycle and .25 and larger for 4-cycle.
7. All pilots with 72 MHz transmitters will place their transmitters in the impound area on arrival at the field and keep them turned off except when in use while flying.
8. No transmitters will be turned on unless the frequency peg is available on the frequency board and the pilot has affixed his AMA card on the frequency board.
9. After completing a flight or radio test, the radio must be turned off and the pilot's AMA card removed from the frequency board or spread spectrum board. 72 MHz transmitters are then returned to the impound area.
10. When more than one person is on the same frequency, each will take turns on a first come, first served basis and rotate thereafter. A maximum of 30 minutes total time is allowed for each turn on a frequency.
11. All transmitters shall have attached the correct channel number flags, excluding spread spectrum.
12. Aircraft in the process of landing shall have preference over aircraft taking off. dead stick aircraft have preference over all. "SOUND OFF," announcing all calls such as, "Man on the Field," "Landing," "Taking Off," "Dead Stick," etc.
13. Starting of engines before 9 A.M. is prohibited. Glider and electric flight is permissible after 7 A.M.
14. When flying, all pilots will stand on designated flight pads immediately behind the 2' high safety fence.
15. Planes with running engines will be under the physical control of members behind the pilot safety fence in the pit area. Pit taxiing is prohibited.
16. Giant Scale aircraft will be started only at the entrance to the taxi ways leading out to the runway.
17. Starting of engines on the runway or taxiway is prohibited.

18. Flight Restrictions:
  - a. All flying more than 25 feet altitude will be north of the flight line, in a race track pattern. The nearest portion of the pattern will be the south edge of the paved runway and in the same direction as takeoff.
  - b. Low passes will be made only in the take off direction, and only over the grass north of the paved runway.
  - c. Flying over the paved runway below 25 feet is reserved for takeoffs and landings or touch and go takeoffs. These procedures may also be performed from the adjacent grass runway north of the paved runway. All landing aircraft will fly no closer than the south edge of the concrete runway.
  - d. When there is a crosswind, the first pilot to take off establishes the takeoff direction. When there is a wind shift, the next pilot to take off or land calls out his intentions to change the pattern. A Field Marshall may also initiate a change of direction.
  - e. Aerobatics or Flight Demonstrations below 25 feet shall be performed north of the paved runway over the grass between the East – West flight paths of the clubs race track pattern. When a demonstration flight or a first trim flight requires the pilot to be in front of the pilot station, permission from those members flying the race track pattern, to temporarily suspend flying, should be obtained.
  - f. Absolutely no flying closer than the nearest edge of the runway or south of the flight line infinite as shown in the plot plans for runway regulations. Gliders are excluded from this rule.
19. Taxiing back from the runway on the main apron towards the Impound shed is prohibited.
20. All Gas airplanes must have an easy accessible kill switch on the airplane. There must be a means to stop engine from transmitter. This requirement applies to all nitro and gas engines.
21. No more than 4 planes in the air at one time.
22. No pets beyond the 4' safety fence.
23. No flying while work crews are on the field.

## HELICOPTER SAFETY RULES

1. All applicable AMA and Cape Coral R/Sea Hawk safety rules and regulation are in effect in the helicopter flying area.
2. The helicopter flying area is defined as the area east of the helicopter landing pads (helipads), bounded on the north by the extension of the existing safety fence and south to Argosy Lake. All flying will be conducted within this area. If, because of causes beyond the pilot's control, a helicopter should leave the designated airspace the helicopter should be returned to the designated airspace as soon as possible.
3. The helicopter flying area overlays NW10<sup>th</sup> Avenue and the R/Sea Hawks driveway; great care must be given to insure the safety of anyone using these roads. Helicopters will not be flown over or in the near vicinity of NW10<sup>th</sup> Avenue or the driveway in such a manner as to pose a threat to anyone using those roads.
4. Helicopter pilots will insure that they remain well clear of the fixed wing flying area when there are pilots retrieving a plane in the area adjacent to the helicopter flying area. If a fixed wing plane

should land in the helicopter flying area all helicopters shall return to the helipads until the plane is removed from the area.

5. All fast forward flight and aerobatic activities shall be conducted east of the eastern edge of the helipads. Flying over the helipads is limited to takeoff, landing, and slow hovering practice. Autorotation practice may be conducted using the helipads as a target. With the exception of a momentary deviation caused by necessary maneuvering, intentional flying west of the helipads is prohibited.

6. Each pilot must remain far enough from their operating helicopter to insure their safety in the event of mechanical failure or pilot error. No pilot will fly their helicopter in such a manner as to pose a danger to any other person in the vicinity. There may be no more than two helicopters in the air at one time. After takeoff, a pilot may use a helipad as a pilot station if his helicopter is the only one flying.

7. Until a spectator safety fence is constructed there are temporary markers approximately seventy-five feet west of the helipads. All vehicles must be parked west of these markers and only AMA members and escorted guests of AMA members may be in the area east of the markers.

## FLOATPLANE SAFETY RULES

1. All applicable AMA and Cape Coral R/Sea Hawk safety rules and regulations are in effect in the floatplane area.
2. The float flying area is defined as the area within Lake Argosy.
3. Float flying will terminate when a power boat enters Lake Argosy.
4. Absolutely no flying north of Lake Argosy.
5. Only two (2) float planes in the air at one time.
6. Flight pattern determined by main runway.
7. Floatplane pilots will have a spotter while flying.
8. All pilots on 72MHz must place floatplane card on frequency board.

Revised 2-10-2008