

Coachella Valley Radio Control Club

Training Manual

“SEE AND AVOID” GUIDANCE

A. General:

1. The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is “See and Avoid.”
2. Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to “see and avoid” other aircraft.
3. Model aircraft must avoid manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain “well clear” of manned aircraft.
4. Simply avoiding an actual collision is not enough. A “near miss” is not acceptable.
5. Unless flying at a mixed-use site where manned and model aircraft routinely share airspace through their own site-specific rules, model aircraft must fly sufficiently far away from manned aircraft so as not to create a collision hazard.
6. Model aircraft flying must not only be safe, it must be perceived to be safe by the greater manned aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear.
7. Whenever a potential conflict arises between model aircraft and manned aircraft, the pilot of the model aircraft must always give way to the manned aircraft.

8. The pilot of a model aircraft must never assume the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model's flight path.

9. Visual Line of Sight is required by the AMA Safety Guidelines. It means that visual contact with the aircraft must be maintained without enhancement other than by corrective lenses prescribed for the model aircraft pilot. All RC flying must remain clear of clouds smoke or any other obstruction to the line of sight.

10. "Blue Sky" is a term used to explain the method used to increase separation between a model and a manned aircraft in the same vicinity. The modeler should maneuver the aircraft in such a way as to increase the amount of blue sky perceived between the model and the manned aircraft. By increasing the blue sky separation, the question about depth perception is taken out of the equation and the modeler need not worry whether the model is closer to him than the manned aircraft or further away. Increasing the blue sky between the model and the manned aircraft automatically increases separation between them.

11. A modeler should never place any consideration for the well---being of the model aircraft above the safety of manned aircraft. Maneuvering to avoid the conflict may require that the model aircraft be sacrificed.

B. Spotters:

1. Before a flight, the pilot must ensure that the spotter understands his/her duties and expectations.
2. A spotter should be used to assist in monitoring the surrounding airspace for manned aircraft whenever a flight is expected to exceed 400 feet above the ground and that operation is expected to be in proximity to known manned aircraft traffic such as at a mixed-use facility or within three miles of an airport. The spotter must have sufficient visual acuity and be mature enough to take this responsibility very seriously.
3. A spotter should also be prepared to assist his/her pilot in the event that another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot's model aircraft.

AMA SAFETY HANDBOOK

Club Members should go to the AMA website and read the AMA Safety Handbook. It can be found at:

<https://www.modelaircraft.org/sites/default/files/documents/100.pdf>

CVRC CLUB SAFETY RULES

1. AMA safety rules apply at all times.
2. A spotter is recommended at all times, and a **SPOTTER MUST** be used if more than 2 planes in the air.
3. You must **SCREAM OUT A WARNING LIKE "HEADS UP"** if your plane is out of control.
4. Always be alert of, and give way to full size aircraft. They have the right of way.
5. It is STRONGLY recommended when flying that you are not the only one at the field for your safety.
6. Each member is encouraged to have a First Aid Kit and Fire Extinguisher with them.
7. Any flying that creates a hazard to other pilots or spectators is not allowed.
8. Keep all flyovers to the **WEST SIDE OF THE RUNWAY**, on the far side of the center line at a minimum.
9. Range test all of your aircraft prior to flying and check the radio & control surfaces are set up properly.
10. When starting planes, they **MUST** be restrained in some manner. If on the tables, use the wing hold-backs at the end of the tables and/or make sure someone has a firm hold on the plane. Make use of starting tables available north or south of the pit area if you feel it would be safer in your situation.
11. Carry your plane between the pit area and the flight line if the engine is running. Larger aircraft must be restrained by the tail while moving to and from the flight line. On return, no taxiing past the pilot stations or the yellow lines on the taxi ways. It is suggested you kill the engine at this point. If your engine is still running, hold the airplane by the tail and move to where you plan to shut down.
12. Electric planes should have a switch set up for throttle cut.
13. Traffic direction will be determined by the windsock. Takeoffs and landings are into the wind.
14. Pilots and spotters must be in the pilot box when flying.
15. As a spotter, if you are not qualified to take control of the aircraft in an emergency, at least **YELL OUT** if there is a problem.
16. Always check that the runway is clear and announce in a clear loud voice when taxiing out, taking off or landing, including direction.
17. Dead stick landings take precedence over takeoffs. If dead stick, yell out to let other pilots know you need the runway.
18. A person or persons on the runway suspends all traffic except a dead stick landing. Call out loud and clear when entering the runway and when the runway is clear.
19. Helicopter and Quad flights must use the Heli pad area only, unless being flown for demonstration.
20. If other pilots are flying, no hovering over the runway and keep aerobatics to the ends of the runway.
21. Gliders should try to stay out of the northwest sky.
22. FPV is only allowed with a spotter. The aircraft must remain in visible view. FAA rules apply.

23. If you are going to do a maiden flight or you feel you need to do testing with no other planes in the air, announce your intentions loud and clear. All pilots are required to stand down during your flight.
24. It is suggested that you set up your transmitter the same as those you may be asking for help.
25. Alcohol is forbidden, no smoking in the pit area, and no discharge of firearms allowed at the field or the surrounding area. It's against the law as we are considered a County Park.
26. Children are not permitted beyond the spectator area unless under direct supervision of an adult or flight instructor.
27. Every member is a Safety Officer and has the right to ground an unsafe airplane or member who is flying in an unsafe manner. This action will be reported to a Board Member.
28. When in doubt of any rule, please ask!