

JCRC Policies and Rules 2025

Introduction: In this document we describe the basic policies and rules of the Jasper County Radio Control Club (JCRC). We are governed by the Academy of Model Aeronautics (AMA), the Office of the Jasper County Administrator and the physical operations at the field situation.

We are AMA Club #5096 and have a non-exclusive user's agreement with the county that runs through May, 2026 (five years). We have the use of approximately five acres and we have laid out two grass runways. Both runways start at a point near the surveyor's stake or rain gauge. One runway runs from there on a heading of 360° (toward the water tower) and is known as runway 36/18. The other runway starts at the same point and has a heading of 300° (toward the large row of tall trees on the pilots left) and is known as runway 30/12. Both runways are approximately 500 feet long and 200 feet wide. The pilots' stations are aligned along the Southwest edge of runway 30/12. Flight operations are restricted by the county to daylight, but in no event earlier than 7:30 a.m. or later than 8:30 p.m., daily.

Our primary objective is to enjoy safe flying of radio-controlled model aircraft. While flight safety is everyone's responsibility the club, rules and policies must be enforced by the Safety Coordinator (Club President) and the Safety Committee. All club members shall be familiar with the club's policies and rules, and use common sense and caution when operating their aircraft. Compliance to these safety rules is the responsibility of each participant.

Most of us have had electric and/or mechanical failures, and when this happens the pilot should try to land the aircraft as soon as possible and away from people and vehicles. This type of failure may cause a technical violation of the flying rules but will not incur the penalty of someone who intentionally violates the flying rules. The main point of flying safety is to avoid physical injury to any person.

The following shall apply to all:

1. You must be a member of JCRC to use our flying field. Guests are exceptions and the club member who invited the guest must be at the field with the guest. All flyers at the field must be active members of the AMA or an AMA Intro Pilot Student under direct supervision of the Intro Pilot instructor.
2. New members of JCRC must demonstrate they are a qualified pilot to a member of the JCRC board of directors, or a JCRC designated instructor plus one other qualified JCRC member. Qualified pilots must be able to demonstrate they understand all the field rules, and safely perform takeoffs, touch and go landings, full stop landing, and demonstrate being able to fly a standard box pattern in both directions.
3. No unqualified pilot shall fly at the field without permission from a JCRC designated instructor. A qualified pilot must be at the field acting as an observer when an

unqualified pilot is practicing. The **Safety Officer** (the club president or board member present on the field) may interdict and ask a pilot to refrain from flying and/or request assistance from an instructor.

4. No flying will be conducted within 20 feet of the line of Pilot Stations (Safety Line). Deliberate flying behind the Safety Line is prohibited. Always taxi aircraft in front of the Pilot Stations. Only pilots and their observers are allowed beyond the Safety Line.

5. No arming of any type of aircraft with a prop behind the line of assemble tables. Aircraft are to be armed in the pit area only.

6. Engines will not be run for extended periods in the pit area. Extended engine break ins can be done in the extreme north west area.

7. No alcoholic beverages will be consumed by individuals before or during their flight operations. Nor will illegal drugs be brought to the field. Pilots must not fly under the influence of alcohol or illegal drugs. Pilots should not fly under the influence of prescription drugs that impair judgement.

8. The club tables are to assemble and disassemble model aircraft. These tables are to be shared and no member shall have the exclusive use of a table for the flying period when other members need a table to assemble/disassemble their aircraft.

9. Pilots use 2.4 GHz or 900 MHz radios almost exclusively which are self-regulating with regards to interfering with other pilots. In the event a pilot wants to use an antique FM radio, the Safety Coordinator must be notified and the system will be inspected for safety. In the rare event multiple antique FM radios are to be used, the Safety coordinator will setup frequency coordination measures.

10. Children should not be permitted beyond the spectator area unless under direct supervision of an adult or under flight instruction.

11. A maximum of five aircraft shall be flying at one time. If there are more than four club members at the field all pilots should have an observer to keep track of the situation and advise his pilot of potential conflicts (such as other planes and/or people on or about to be on the runway). Pilots who are flying must stand within arm's length of one of the two pilot stations. The pilot stations must be in a line at the edge of the primary runway (30/12) and no more than 15 feet apart for better communications between the pilots/observers.

12. Mufflers are required on all aircraft and aircraft that make excessive noise will not be allowed at JCRC. If excessive noise is noted by a member, that member can speak to that pilot, and / or speak to a member of the JCRC board of directors.

13. Any disabled or aircraft stuck on the runway must be quickly removed.

14. Do not go on the runway without first clearly notifying all flying pilots of your intention and verify that no aircraft is on final approach. Call out to all flying pilots when the field is clear.

15. No turbine engine, pulse-jet, or rocket aircraft will be flown at the field.

16. All pilots must follow AMA guidelines and safety rules. It is strongly recommended that members do not fly alone.

17. Fly-overs must not endanger the safety or the security of county workers or property, and fly-overs are prohibited in any area where there are residential dwellings. Models will be flown only in the predesignated areas and will not be flown over buildings in the industrial park.

18. Runway right-of-way is as follows: 1st - Dead Stick landings; 2nd - Normal Landings; 3rd - Hand launch take-offs; 4th - Normal take-offs.

19. Direction of flight is determined by the wind direction. The first pilot to take off will determine the traffic pattern direction (flown either clockwise or counter-clockwise). If winds dictate a change in the pattern, pilots airborne must agree on the pattern change and change pattern direction before any other pilots take off. If you are not certain of the pattern direction, ask any pilot airborne.

20. The JCRC Field has been approved by the FAA as a "FRIA" or Federally Recognized Information Area. Pilots flying at the JCRC Field are not required to have RemoteID electronic identification equipment on their aircraft

21. FPV pilots must have a spotter at all times while flying.

22. Copter and Drone flying during regular flying days (Thursdays and Sundays) will be conducted at the Northwest end of runway 30.

23. The standard pattern for fixed wing aircraft at JCRC is in effect anytime there is more than one fixed wing aircraft airborne. The standard pattern is described as follows:

"Taking Off" - should be called when leaving the pits and immediately before taking off.

"Hand Launch" - should be called when launching an aircraft by hand.

"Landing", "Touch and Go" and "Low Approach" - are called from anywhere in the pattern but before turning towards base.

"Dead Stick" - should be called anytime an aircraft is having problems with the engine, even if the engine has not stopped. All others in the pattern should clear the

runway quickly and fly above 100 feet until the “Dead Stick” has been cleared off the runway.

“Disabled Aircraft on The Runway” - should be called anytime an aircraft cannot be taxied.

“On The Runway” - should be called anytime a pilot steps in front of a pilot station

“Runway Clear” - should be called when a pilot walks off the runway

Most Importantly SAFETY FIRST. It is the responsibility of every pilot at the field.