

CHESTER COUNTY RADIO CONTROL CLUB



Bylaws & Standing Rules

AMA Charter No. 196
©Chester County Radio Control Club
Chester County, PA

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Part

Constitution

The following articles describe in detail the purpose of this organization and the operating parameters by which it is governed.

Article 1 – Club Name

The name of the club shall be: CHESTER COUNTY RADIO CONTROL CLUB, herein referred to as the Club or CCRC.

Article 2 – Purpose

The purpose of the Club, as a community-based organization, is to promote the safe and responsible flying of radio control model aircraft (also known as UASs), encourage others in this endeavor and to deal collectively with government entities.

Article 3 – Members

Section 1 - Membership Limit

There shall be no limit to the number of active members.

Section 2 – Membership Categories

- A. Active members have full rights to all Club property and are eligible to participate in all Club activities and dealings. Only active members are allowed to vote on Club operations and decisions. Active membership does not convey flying privileges until the member is certified as detailed below.

- B. Prospective members must learn and adhere to all Club rules, but do not have any say in Club business or voting privileges. These prospective members will operate as guests of the Club.
- C. Junior & Family members have the same rights as active members but are eligible for a discount on their annual dues.

Section3 – Sponsors

Active members are encouraged to act as a sponsor for prospective members.

Section 4 – Prospective Member Requirements

- A. Prospective members must submit to any Club Officer a current copy of their AMA membership card or an application with payment for AMA membership.

Note: All members must maintain a current AMA membership.

Prospective members must register with the FAA and complete TRUST training

- B. Prospective members must pay the initiation fee when they attend their first meeting or begin flying or training at the field.
- C. Prospective members wishing to fly must meet Club Flight Standards as established by the current Training Director.
- D. Prospective members cannot fly solo until they are checked out and signed off by the Training Director, Field Safety Marshall, Club Officer or appointed Club Trainer.

- E. Prospective members will be nominated for membership after they attend three club meetings or fly at the field three times. Membership will be granted on a first come first served basis. Once the membership roster is full, no additional prospective members will be accepted without approval of the board of directors.
- F. Prospective members must pay their annual dues when they are voted in as Club members.

Section 5 – AMA and FAA Requirements

All members must maintain a current AMA membership. Flying without AMA membership is prohibited. All members must be registered with the FAA, completed TRUST Training and have their Trust Completion Certificate when flying

Article 4 – Fees and Dues

Section 1 – Initiation Fee

The initiation Fee is set a \$50.00 for all new members.

Section 2 – Active Member Dues

Annual dues are \$100.00 for Individual members. Family membership is \$125.00 per year and is available to parents and one or more juniors (under 21 years old) living in the same household. Annual dues are due in full by the January meeting of each year. A grace period is extended to February 28th of each year.

Members not paid in full by February 28th will be dropped from the club roster and may return to active member status that year by paying a \$20 late fee.

Returning members, after a one year absence, can rejoin the club by meeting the requirements for prospective members including the initiation fee.

Section 3 - Assessments on Membership

The Board of Directors may levy assessments on the membership for items beyond the capacity of the treasury as deemed necessary. Assessments must be approved by a majority vote of the membership present at a regular meeting.

Article 5 – Officers

Section 1 – Officer Structure

Club officers will include President, Vice President, Treasurer, and Secretary.

Appointed Positions

Appointed Positions include; Training Director, Field Safety Marshall, Web Master, Field Maintenance Coordinator and Activities Coordinator. Club officers, appointees, and committee members are not liable for property damage, personal injury or death caused by members, guests, spectators, or any unauthorized persons using the Club flying fields or participating at club meetings or events held at any location.

Committees

The club will staff the following committees:

Safety committee: To be led by the Field Safety Marshall. The committee is responsible to review club compliance with AMA safety requirements and propose and implement changes that enhance safety.

Sound Test Committee: Composed of elected Club officers. The committee will oversee sound test policies and compliance. The committee will work with members who fail to meet sound test requirements and consider exemptions that are in the best interest of the Club.

Section 2 – Board of Directors

The Club officers constitute the Board of Directors, which has general supervision over the affairs of the Club between its regular business meetings.

Section 3 – Election Schedule

Nominations for the offices on the Board of Directors will be held in November, elections will be held in December, and elected officers will assume office in January. Elected officers will serve for a term of one (1) year or until a successor is elected or appointed.

Section 4 – Electoral Process

Officers will be elected by a majority vote of the membership at the regularly scheduled December meeting.

Section 5 – Vacated Offices

If an office is vacated, the Board of Directors will appoint a successor to serve the remaining term.

Article 6: Meetings

Section 1 -Logistics

Regular meetings will be held at least quarterly. Meetings will take place at the time and location designated by the Club President.

Section 2 – Attendance

Members are expected to attend Club meetings, register for electronic email distributions, and to take an active part in the affairs of the club.

Article 7: Changes to the Bylaws

Section 1 – Bylaw Change Method

A majority of the members present at a regular meeting is required to adopt, amend, or repeal any significant change to the bylaws. The Board of Directors can make minor or administrative changes to the bylaws without a majority vote.

Article 8: Standing Rules

Section 1 - Member's Conduct

The operation of the club, and the conduct of its members, is expected to be exemplary. To assist in establishing criteria for such conduct, Standing Rules (SR) will be established and made a part of the bylaws. Club members must adhere to all Rules and AMA safety requirements.

Section 2 – Standing Rules Jurisdiction

Standing Rules will be established at the direction of the Board of Directors.

Article 9: Censure, Suspension, and Expulsion

Section1 – General Procedures

Any member who is found by the Board of Directors to be guilty of misconduct, breaking a Standing Rule, violating AMA safety requirements, or non-payment of dues, will be censured, suspended or expelled from the club.

Section 2 – Censure

Censure of a member will be instituted by the Board of Directors and may be written or verbal in form.

Section 3 – Suspension

Suspension of a member will be instituted by the Board of Directors. Notice of suspension will be in written form and issued to the offending member. The duration of the suspension will be contained in that notice. No refund of club dues will be granted under these conditions.

Section 4 – Expulsion

Expulsion of a member will be instituted by closed ballot vote of the members present at a regular meeting. Expulsion from the Club will be permanent. No refund of dues will be granted under these conditions.

Article 10: Auditing of Treasury Books

Section 1 - Schedule

Auditing of Club treasury books will be performed at the end of each year and at least within 30 days of the new officers taking office.

Section 2 – Two (2) club members not on the Board of Directors will perform the audit.

Part 2

STANDING RULES

SR-1 Flight-Line Safety / General Field Rules

Members of flying status will be referred to below as pilots and will adhere to all AMA safety rules and the general rules enumerated below.

- A. Runway area is exclusively for landing and take-off. It should not be used for pit-work, fueling, repairs, starting engines, or piloting.
- B. Piloting areas of pit boxes are reserved exclusively for piloting aircraft.
- C. The pit area is designated for pilots and exhibitors to set up equipment, perform maintenance, and starting engines. Taxiing in the pit area is prohibited. A prop line will be established and approximately 10 feet behind the grass runway barrier. Spectators are not allowed in the pit area.
- D. Prolonged fuel engine running, such as breaking-in of new engines or prolonged idle adjustments, will be performed outside of the pit area.
- E. Spectators are not allowed in the pit area without supervision. Spectators are not allowed on the runway and in the over flight areas. During Club events, a spectator area will be established and defined.
- F. Aircraft fuel engines are not to be started unless an aircraft hold-down device or restraining device is utilized. Larger aircraft should also be restrained by another member prior to starting.

- G. Pilots are required to take all possible precautions to prevent fuel spills. All fuel powered aircraft should be placed on rugs or mats prior to the start of fueling operations. The use of fuel recovery bottles is recommended.
- H. Members are required to have a fire extinguisher in their pit area prior to starting a fuel engine. The Club fire extinguisher is located in the field box.
- I. All injuries and accidents must be reported to a club officer. All aircraft crashes in or around no-fly zones must also be reported to a Club officer. Members are required to report illegal flying activities to a Club officer. Reports are to be made as soon as possible.
- J. Vehicles are only permitted to drive in designated areas which include; the access path to the field and designated parking areas. Members are not permitted to drive in any other areas. Designated parking areas include; the area near the pavilion, the area near the pin board at the top of the runway, and the area parallel to the runway on the wind sock side of the field. Vehicles are not to be parked in the high grass due to fire hazard. Vehicle speeds are not to exceed 5 mph while driving into or on the property. The Club has established these rules to enhance safety and prevent vehicles from doing damage. The Club is not liable for any vehicle damage. Members are encouraged to park their vehicles as far away as possible from flight operations.
- K. Night Flying – Night flying is defined by the AMA as from Dusk to Dawn. It is permitted at all our flying fields with the following requirements:
 - a. Pilots must first see the following AMA training video: <https://youtu.be/ccjIL97Kon0>
 - b. Your plane, drone or helicopter must be provided with lights that permit the pilot to determine

attitude and direction and be visible from 3 nautical miles.

SR-2 Frequency Control/ Identification Method

Any pilot using an earlier generation transmitter that is, the AM or FM 72 Mhz or the 6 meter ham radio band, is responsible for affirming that before he turns on his/her transmitter that no other pilot is on the same frequency. Owing to the rare use of such frequency allocations the chance of this happening is remote, but it does exist. Two or more transmitters on the same frequency on either of these bands can cause a catastrophic loss of control of the plane.

SR-3 Mufflers and Sound Level

Members are encouraged to build planes that emit minimum noise levels regardless of field dB requirements.

All fuel type model aircraft must meet the at-or-below 96 dB @ 10 foot rule. To certify, four readings will be taken while the engine is running at high speed. The readings will be taken from directly in front of, behind, and to each side of the engine, at a distance of ten (10) feet. The average of the four readings will be used to determine the model's sound level. All gas engines and glow engines larger than 1.2 cubic inches must be sound tested prior to flying. In general, any member can request a sound level check.

If an aircraft exceeds the 96dB @ 10 feet requirement, the owner should take steps to reduce overall noise levels. Some suggestions include; include; install a new muffler, modify the existing muffler, change the prop, reduce airframe vibration by using dampening devices such as soft mounts and rubber pads. When these steps have been completed, the owner can retest the air craft to see if

it meets the noise level requirements. If again the aircraft fails to meet noise level requirements, the owner can request a review and possible exemption by the Sound Test Committee. All exemptions must be documented in Club dB Log Book, include any flying restrictions associated with the exemption, and be signed off by a member of the Sound Test Committee.

If an exemption is not issued and the aircraft fails to meet the 96dB @ 10 feet requirement, it is not to be flown at any Club field.

SR-4 No Fly Zones/ Illegal Flying

General

- There will be no flying behind the flight line, especially over the pit and spectator areas, nearby houses or roads.
- There will be no flying of fuel powered airplanes before 8:00 am and no aircraft will fly after dark, unless in compliance with the AMA requirements for lighting.
- There will be no flying over Jim Sisk's House, RT82, or in excess of 400 feet altitude.
- There will be no take offs or landings at Sisk Field toward the west side of the field, unless wind condition prohibits take off to the east.
- There will be no flying at Sisk Field further west than the west end of the runway.
- Members must fly from behind the grass barrier, no one is permitted to fly or stand on the field while planes are flying.
- While a field is being mowed, that field is considered to be closed. There will be no flying until the mowing is finished.

- **Willful violation of any of the above is considered “illegal Flying” and cause for censure or expulsion.**

NOTE: As accepted by AMA insurance requirements, violation of SR-4 is tolerated for emergency, uncontrollable aircraft only.

SR-5 Flying Policy

A maximum of four (4) planes will be allowed to fly at any one time.

NOTE: This rule may be waived under special circumstances by a majority vote of the members present at the flying site. A fifteen (15) minute flight time-limit will be imposed, at the discretion of the members present, during busy flying times while others are waiting. Landing priority will be given to “Dead-Stick” landings and to gliders. Glider pilots will first warn and receive acknowledgement from the powered plane pilots before launching a glider under tow. Gliders cannot exceed the 400-foot ceiling at Sisk Field.

All members are required, while actively participating in flying activities at the Club flying site(s), to be able to produce both their AMA license and proof of Club membership upon request. Use of the flying facilities by non-members of the Club, termed Guest, is permitted under the following conditions:

- A. Guest must be accompanied by an active member of Club. Active member accepts responsibility for the guest. The Active member must brief the guest on Club rules, policies and especially flight boundaries.

AND

- B. Guest must produce a current AMA membership card.

All aircraft must have visible identification, including owners name, AMA number and FAA registration number. A phone number is highly recommended.

SR-6- Club Representation

No member shall on behalf of the Club, grant permission to an outside party to alter, acquire or interfere with the holdings, operations, agreements or assets of the Club. Any permissions affecting an asset, agreement, holding, operation or function can only be made by the Board of Directors. Any direct dealings or communication on behalf of the Club with any governing agency must be channeled through the Board of Directors exclusively. Any such agreements made by an individual without the written consent of the Board of Directors are considered null and void and will not be acknowledged by Club. Any public statement issued concerning the Club without the written consent of the Board of Directors cannot be construed as a statement from the Club.

SR-7 Rules Enforcement

It is the responsibility of **all** Cub members to obey and enforce these bylaws. All AMA regulations apply. Members agree to abide by all AMA Safety Codes. If there is any conflict between the AMA regulations and the Club's bylaws, the more stringent will apply. It is the sole responsibility of all pilots to be aware of and comply with all governmental rules and regulations regarding the flying of radio control model airplanes, referred to as UASs by the government. Such regulations include but are not limited to FAA registration requirements, T.R.U.S.T certification, remote ID requirements and existing temporary flight restrictions (TFRs). The Club bears no responsibility for enforcement of these governmental regulations. Failure to comply on the part of the pilot could result in severe penalties. All model aircraft must bear the name of the owner, AMA number and FAA number.

Zoning

See attached exhibits for field zone locations.

EXHIBIT I

Sisk Field

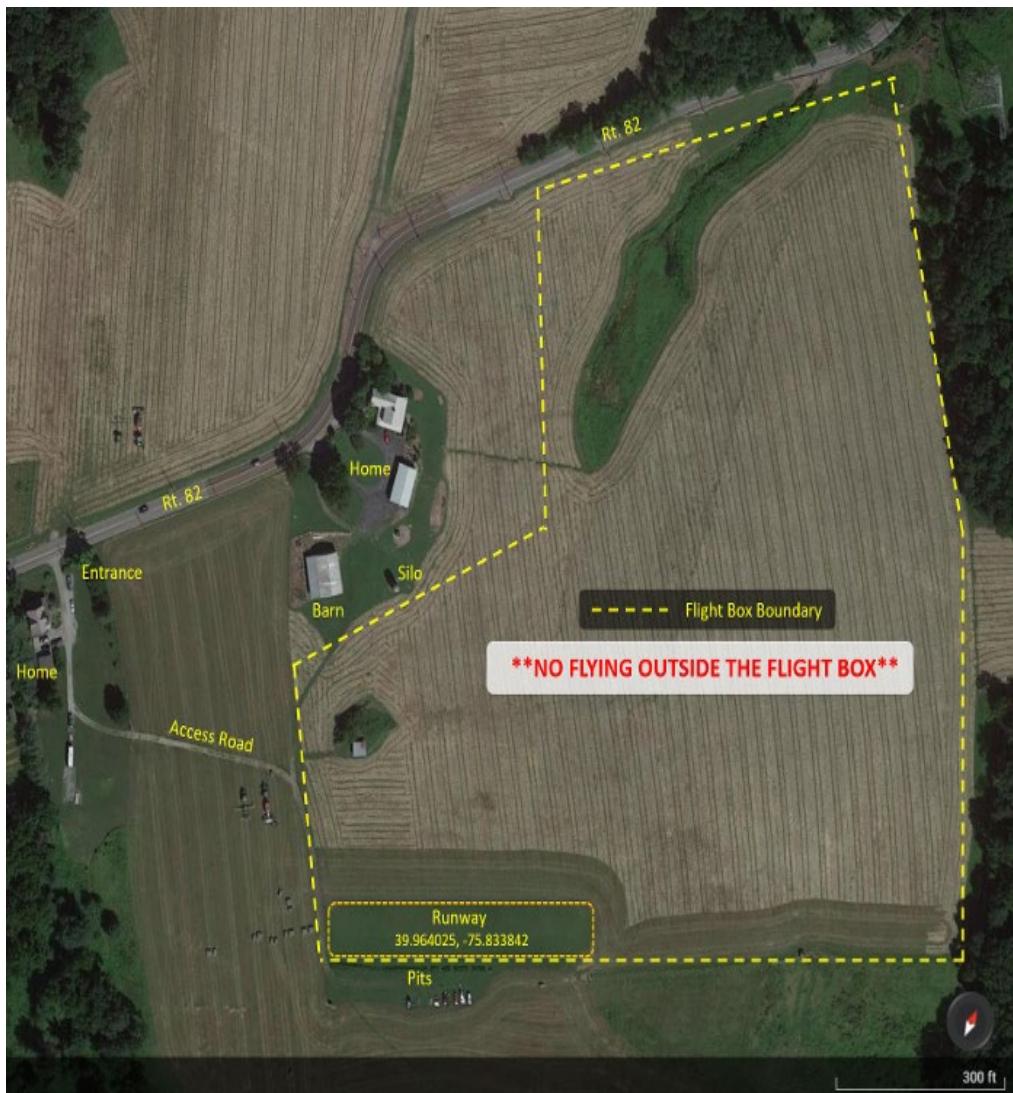


EXHIBIT II

Strasburg Road Field



EXHIBIT III

Wallace Field

