

# HSS FLYING FIELD RULES

11.22.2019

**1.0 Field Rules** The intent of these rules is to promote flying safety, financial responsibility, and environmental protection. By maintaining order, controlling frequency usage, educate, and train fliers to act as good neighbors in the community. Rules are based upon the AMA Safety Code, the AMA field recommendations, FAA Advisory Circular 91-57B, and local requirements as established by the City of Costa Mesa and Harbor Soaring Society (HSS). **All** users must follow these rules to fly at Fairview Park.

**2.0 Permit Requirements** All pilots are required to have a permit to fly Radio Controlled model aircraft at Fairview Park, obtainable from the City of Costa Mesa Parks Department. All pilots must wear their permit clearly visible above the waist while flying.

**3.0 Environmental Protection** Vernal pools are large, shallow depressions in the ground that acquire several inches of water during rainy seasons. These pools contain Fairy Shrimp which are an endangered species and are protected by Fairview Park ordinances. Everyone is restricted from walking in the vernal pool areas, whether wet or dry. Pilots should fly over the vernal pools only at an altitude that ensures they will not land in the pool area. In the event of an unavoidable landing in the vernal pool area, the pilot shall call the park ranger and wait for their arrival prior to recovering the model. Launching or landing aircraft equipped with floats is not permitted in the pools. No harassment of animals and birds in the park is allowed. Do not disturb native plants.

**4.0 Safety** All pilots must follow the Official AMA National Model Aircraft Safety Code, in addition to the following local requirements. All aircraft flown at the park may be subject to a safety inspection by Costa Mesa Park Rangers and Police Officers, or City appointed delegates. Any aircraft considered to be in un-flyable condition by the Safety Officer shall be grounded. Any aircraft surviving a crash should be re-inspected and range checked before being allowed to fly again. Initial "Maiden Flight's" must be done by experienced pilots only, and/or, at other locations. Before turning on his transmitter, each pilot must first check the frequency control board to ensure no other user is on his frequency. He must then place his identification clip on that frequency on the board. Identification clips are to have the channel number and the pilots first and last name. Only then may he turn on his transmitter and fly his aircraft. When finished flying, the flyer must remove his clip from the control board. Only one frequency channel may be used by a flyer at a time. When other flyers are using his frequency (have their clip on the frequency number), a pilot must make every reasonable attempt to locate those flyers. Check all cars in the parking lot and also flyers on the slope soaring area. Once any pilot using his frequency is identified, after personal discussion to decide shared usage, flights should be limited to 15 minutes. Radios using 2.4 GHz technology are excluded from frequency board requirements.

## 5.0 General Field Rules

**Approved types of R C Aircraft** - Include all forms of radio controlled gliders, motor gliders, electric powered air planes, electric helicopters electric multi rotor aircraft, and free flight models. Models that may not be flown at Fairview Park include aircraft powered by an internal combustion engine, gas turbine powered aircraft, rockets, and aircraft weighing more than 10 pounds.

**Rules applicable to all model aircraft.** Every pilot shall perform a pre-flight inspection prior to each launching his aircraft, to ensure that the aircraft is safe to fly and no unobserved damage was sustained from the previous flight. All pilots must register with the FAA and aircraft must have FAA registration number visible on the outside of aircraft.

**Excluded Flying Areas** - All aircraft are to avoid flying over the Waldorf School property, the parking lot, and any pedestrians on or off paths. The approved flying area is shown on the maps near the flightline and frequency kiosk.

**Altitude Limitations** – No flying of any model aircraft at an altitude greater than 400 ft. above ground level.

**Pedestrian Traffic:** - Pedestrians, skaters and bicyclists use the park. Pilots MUST NOT fly close to these visitors. Maintain a safe distance (recommend 150') clearance between your aircraft and other park users.

**Flying Methods** - No Combat flying allowed. No High speed passes at low altitude over the runway or near people allowed. The flight line for powered aircraft is identified on the attached site map in front of the pit area. No flying behind the flight line allowed.

**Hours of Use** - The field may be used from 7:30 am-Dusk, seven days a week except for those times when the field is closed for special events.

## 6.0 Specific Flying Areas and Rules. Consult Flying Field Map

Gliders - Gliders shall be launched from the designated area marked on the map, using electric winches, electric motors or bungee hi-starts. The hi-start lines are to be set sufficiently out of the way to avoid fouling the winch lines. Both launch mechanisms are to be positioned to provide a 100' buffer zone from the southwest end of the electric runway. During normal wind conditions, gliders will launch towards the southwest. Launch mechanisms may be turned around 180 degrees when prevailing winds come from the northeast. The glider landing area is as shown on the map, north of the paved foot path. Gliders should use the area north of the runway with care. Gliders in flight have right of way over powered aircraft. Gliders in flight have right of way over gliders being launched.

Electric powered model aircraft - Electric powered models are to take off and land on the runway shown on the map. During normal wind conditions where the wind comes from the south west, planes shall take off into the wind and make a right turn (north) to avoid the buffer zone separating them from gliders. The landing pattern shall be a right hand pattern under these conditions. During reversed wind conditions (i.e., early mornings) where the wind comes from the northeast, planes shall take off into the wind and make a left turn (north) to avoid the paved pedestrian path at the end of the runway. The landing pattern shall be a left hand pattern under these conditions. All landing patterns and flying areas shall be north west of the runway, out over the brush. Do not fly behind the flight line, (over the paved pedestrian path) or anywhere south east of the

runway. Powered aircraft must yield right of way to gliders. Pilots must remain out of the landing area except when retrieving their planes.

Slope soaring gliders - Slope soaring gliders may use the bluff at the western edge of Fairview Park. The landing area is the dirt area directly behind the bluff. Electric powered aircraft are not allowed on the bluff. Pilots shall not land in the vernal pools. Pilots should take care to follow frequency control procedures.

Motor gliders - Motor gliders should be launched in the vicinity of the glider winch and land in the glider landing area as shown on the map.

Hand launched gliders - Hand launched gliders are to be flown from the area designated on the map. Once airborne, they follow the same rules as other gliders, except landing may be done at the pilot's discretion.

Helicopters, Multi-Rotors, and 3-D Stunt Planes – These aircraft are to be flown in the “Electric Flying Area” indicated on the map. Helicopters and Multi-Rotors must launch in “Heli/Drone” area designated on field map, and must give right of way to all other aircraft.

Free flight model aircraft - Free flight models are currently being flown on a grassy area within the developed part of the park.

**7.0 Large Events.** HSS is authorized to hold model aviation events that are scheduled by HSS and where a Special Event Permit has been issued by the City. All persons who participate in these events must have current AMA membership. During these 1 day events, the field will be closed to general public flying for part of each day, hours to be announced and posted at least 2 weeks in advance.

**8.0 Regulations Enforcement.** Members of the Harbor Soaring Society may request an offender cease inappropriate behavior. If the offender refuses to change his behavior, the HSS member will contact a Park Ranger/Officer who will cite the offender and secure his/her permit. Furthermore... **All** model aircraft pilots must obey the aforementioned regulations, and cooperate with the Park Rangers, Police Officers, or City appointed enforcement delegates.

**9.0 Emergencies.** Who to contact.

Medical emergency or injury, crimes, rules violations and unauthorized activities:

Call 911 or Costa Mesa Police Communications 714-754-5252

Request Park Ranger. They will page the park ranger.

Harbor Soaring Society: Address: P.O. Box 1673, Costa Mesa, CA 92626

[harborsoaringsociety@gmail.com](mailto:harborsoaringsociety@gmail.com)

**(Pilots who cause damage to another's aircraft through rules violation must pay for the damage.)**