

1. You must be a member of CRCS to use our flying field. Guests are exceptions and the club member that invited the guest must be at the field with the guest. All flyers at the field must be an active member of the AMA or an AMA Intro Pilot Student under direct supervision of the Intro Pilot instructor.
2. New members of CRCS must demonstrate they are a qualified pilot to a member of the CRCS board of directors, or a CRCS designated instructor plus one other qualified CRCS member. Qualified pilots must be able to demonstrate they understand all the field rules, and safely perform takeoffs, two touch and go landing, two full stop landing, and demonstrate being able to fly a standard box pattern in both directions and be able to land upwind and downwind as long as the wind is less than 10mph, using a fixed wing aircraft with at least a 30 inch wing span and weighing more than 20 oz.
3. No unqualified pilot shall fly at the field without permission from a CRCS designated instructor. Such designation will also include the aircraft being flown. A qualified pilot must be at the field acting as an observer when an unqualified pilot is practicing.
4. No flying will be conducted within 25 feet of any Pilot Station. Always taxi aircraft in front of the Pilot Stations. Non fixed wing aircraft are allowed to "taxi" out in a hover, no higher that 2 feet above the ground until they reach 25 feet from the pilot stations.
5. No arming of any type of aircraft with a prop behind the fence. Aircraft are to be armed in the pit area only. Remove the prop/blades before arming any RC model behind the fence.
6. Engines will not be run for extended periods in the pit area. Extended engine break-ins can be done at the control line area. An aircraft station is available in the control line area.
7. No alcoholic beverages, nor illegal drugs, nor fire arms will 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. Maximum of five aircraft flying at one time. Pilots that are flying must stand within arms length of one of the 5 pilot stations. The pilot stations must be in the center of the fence area and no more than 10 feet apart for better communications between the pilots. Aircraft stands must not be behind the pilot stations.
9. If you are the last to leave the field, LOCK THE GATE.
10. Aircraft that make excessive noise will not be allowed at CRCS. if excessive noise is noted by a member, that member can speak to that pilot, and / or speak to a member of the CRCS board of directors.
11. Members must visibility display on your body, your AMA card at all times while at the field along with your club card. This is to allow all members and the land owner to get to know one another.
12. Any disabled aircraft must be quickly returned to the pit area to restart.
13. 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.

14. No turbine engine, pulse-jet, or rocket aircraft will be flown at the field.
15. All pilots must follow AMA guidelines and safety rules.
16. Monday to Friday, before 09:00am, no noise, meaning no flying of nitro or gas aircraft, and no loud noise from electric aircraft or helicopters doing 3D.
17. Only AMA members and personnel associated that AMA member assisting with flying the members aircraft (spotters, callers, etc.) are allowed past the wire fence.
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. Watch your language at all times, especially when spectators, women and children are present.
20. The first pilot to take off will determine the traffic pattern direction. 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.
21. FPV pilots must have a spotter at all times while flying.

Helicopter Field Rules

22. All helicopter flying will be conducted at the North end of the field in front of shed #1.
23. Helicopters will not take off while airplanes are flying without permission of all pilots airborne.
24. Heli's will fly in the same pattern as airplanes if flying at the same time.
25. 3D heli flying will be allowed if no other aircraft are flying.

Quadcopter rules

26. Quads will take off, fly and land in front of flight stations and should not interfere in the standard pattern for fixed wing aircraft. Quads may also use the control line circle as long as they remain within the circle and no control-lines are flying.
27. Quad maximum altitude is limited to 400 feet due to close proximity to full scale airport.

Control-Line Rules

28. Control-line flying will be done at the designated area of the field.

The Standard Pattern

29. The standard pattern for fixed wing aircraft at CRCS is in affect anytime there is more than one fixed wing aircraft airborne. The standard pattern is described as follows:

- a. The position of the pattern starts 25 feet from the pilot stations and extends 200 feet past the tree line to the left, right, and straight ahead. The height of the pattern is 200 feet above the ground, or as a reference, twice the height of the trees. All aircraft flying within the pattern must observe the pattern rules below.
- b. The pattern has 4 legs that form a rectangular box. These 4 legs can be used as callouts for pilots to report their position in the pattern when needed.

The Upwind Leg - is over the mowed grass area used for landing.

The Downwind Leg - is next to the Upwind Leg and over the tall grass and/or trees.

The Crosswind Leg - is either a 180° turn or 2 90° turns from takeoff to Downwind or a turn from Upwind to Downwind. Crosswind turns are normally started at the departure end of the mowed grass area.

The Base Leg - is either a 180° turn or two 90° turns from Downwind to land, or a turn from Downwind to Upwind.

- c. The standard pattern airspace below 100 feet is normally for landing. Spacing between aircraft landing should be a minimum of 500 feet or about 1/2 of the length of the mowed grass for landing. Very slow aircraft (gliders, micro aircraft, etc) must communicate their position often when below 100 feet and not landing.
- d. To standardize communications between pilots flying the standard pattern, please use the following callouts. Note: EACH time an aircraft is about to turn to the Base Leg, a callout is REQUIRED, others callouts are optional to inform the other pilots flying. Callouts are important so aircraft separation can be maintained by all pilots airborne.
 - "Landing" is called from Downwind before turning Base when doing a full stop. Landing aircraft that wish to continue flying should call out, "Landing is on the go (or taking off)".
 - "Touch and Go" is called from Downwind before turning Base when planning a touch and go landing. If the "Touch and Go" is not going to be made, the pilot should change the callout, eg. "Touch and Go is Full Stop" or "Touch and Go Is On The Go"
 - "Low Approach" is called from Downwind before turning Base when a low approach is planned.
 - "Turning Upwind" is called from Downwind when the aircraft turning base will not be landing nor doing a low approach, but will remain > 100 feet.
 - "Entering Downwind" should be called by any aircraft outside the pattern before entering the pattern. All aircraft outside the pattern must enter the pattern on Downwind. Entering Downwind should be done at a 45° angle. Aircraft outside the pattern should check for aircraft taking off or on Crosswind before entering Downwind.

- "Breaking Out" should be called by anyone in the pattern that is leaving the pattern. The pilot should also call the position from where they are leaving the pattern, eg. "Downwind is Breaking Out." When breaking out, the pilot should climb above 200 feet as quickly as possible.
- "On The Go" is called whenever an aircraft is on final and needs to abort the landing. The aircraft that is "On The Go" needs to keep minimum spacing from any aircraft taking off.
- "Taking Off" should be called when leaving the pits and immediately taking off.
- "Taxing Out" should be called when leaving the pits and time on the runway is required before taking off.
- "Hand Launch" should be called when launching an aircraft by hand.
- "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 taxi off the runway.
- "Maiden Flight" should be called prior to launching a new or recently repaired aircraft
- "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
- The following are callouts that refer to positions within the pattern and should be used when necessary to better communicate with other pilots.
 - "Final" eg. "Final is on the go"
 - "Short Final" eg. "Short Final is dead stick"
 - "Liftoff" eg. "Liftoff is aborting"
 - "Departure" eg. "Dead Stick on Departure"