

# **The New Hampshire Flying Tigers Radio Control Club, Inc.**

## **Membership Handbook**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*



P.O. Box 99  
Derry, NH 03038

[www.NewHampshireFlyingTigers.org](http://www.NewHampshireFlyingTigers.org)

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# **The New Hampshire Flying Tigers Radio Control Club, Inc.**

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## **PREFACE**

This membership handbook contains all current rules and regulations for members of the New Hampshire Flying Tigers Radio Control Club, Inc. The first few pages of this handbook describe the general procedures, which must be used at the field. Additionally, the Constitution, By Laws, Operational & Safety Rules follows. **All members are required to understand the contents of this handbook before participating in any flying activities.**

### **MEMBERSHIP**

If you are new to the NH Flying Tigers, welcome! We strive to be a fun, courteous and friendly group that would love to have you fly with us. We always have safety in mind and respect our neighbors and the environment. We hope that you will also keep this in mind at all times.

If you would like to join our club, there are a few requirements. You must be a member of the Academy of Model Aeronautics as they provide our liability insurance. Your application will be considered after your name is published in our newsletter and the membership approves your application at the next available meeting.

If you are already a flight proficient pilot, then you must find a current member to sponsor you. The best way to do this is to visit our flying sites and introduce yourself to a few members. Ask for some help and let them know that you are seeking a membership sponsor. We're very friendly so this will probably be an easy task. If you don't find anyone to help you, feel free to contact one of the officers for some guidance. Also please be aware that you must pass our flight exam before you are allowed to fly unassisted at any of our flying sites.

Both you and your sponsor should be aware that your sponsor will be responsible to be sure that you learn and follow our rules and procedures for the first year of your membership. Our members do not take this task lightly as they are putting their own membership on the line each time they sponsor someone.

If you will be joining our training program because you are new to R/C aircraft you don't need to find a sponsor.

### **MAINTENANCE**

Helping to maintain the club's owned assets is the responsibility of each member. We all must share the many tasks which need to be done to keep the club fields operational. Tasks to be performed may vary from cutting the grass for the runway to maintaining our club owned equipment. To share the load across all members, we ask that each member perform at least four (4) hours of work towards the club in each membership year. If you perform any work, be sure to let the Field Marshal or one of the other officers know so that you can get credit for your work. If you do not perform at least four hours of work each year, you will be assessed an additional maintenance fee upon renewal of your membership the following year. If you have any handicap which would keep you from doing certain physical work, please contact a club officer, we have many tasks that can be done which do not require physical dexterity, nor physical labor.

If you need some instruction on how to operate the mower, please ask for some help, we'll be glad to show you. Depending on the weather, the grass may need to be cut once or twice a week. If you come to the field to fly, and find the grass a bit long, please get the mower out and cut it. Be sure to log the time that you take to do this in the log which is on site. If you are flight student and come to training early and find the grass a bit long, please help out everyone and cut the grass before training starts. Don't expect your instructors (or other club members) to do it for you.

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### **DIRECTIONS TO THE CLUB FLYING SITES**

#### **B-STREET FLYING SITE:**

From the South take Route I-93 to Exit 4 – Derry / Londonderry. From the South take a right off Exit 4 or from the North, take a left off of Exit 4 and follow Broadway (RT 102) East through a set of traffic lights into Derry center. Take a left at the traffic lights onto Crystal Avenue (RT 28) and follow North through three sets of traffic lights and then turn left onto 'A' Street at the 7-Eleven which leads you into the Derry Industrial Park. Follow this road and take a left onto 'B-St. On your right you'll see a parking lot and a large blue building (Merrimack Valley Wood Products). To the left of this parking lot follow the dirt road to the left of the building front. You will see a sign at the entrance to the parking and pit area.

From the North take Route I-93 to Exit 5. From the North, turn left at the bottom of the ramp (turn right if coming from the south) onto Route 28 South (Rockingham Road) for about 2.7 miles. Go past the Walmart (on your right) then turn right at the 7-Eleven onto 'A' Street. Turn Left onto 'B' Street just in front of Merrimack Valley Wood Products (the large blue building) and turn right on the dirt road immediately after the parking lot, follow it to the end, which will take you to the B-St. flying site.

#### **AUBURN ROAD FLYING SITE:**

Take Route I-93 North or South to get to Exit 5 in Londonderry. From I-93 Northbound, turn right at the end of the ramp onto Route 28 South (Rockingham Road). From I-93 South, turn left at the end of the ramp to continue onto Route 28 South. Turn left onto Auburn Road at "Poor Boy's Diner". At the intersection of Old Derry Rd and Auburn Rd, continue about two tenths (0.2) of a mile past the stop sign until you reach the entry gate on the right. After locking the gate behind you, follow the dirt road without taking any turns until you find the grass flying site on your left. Don't forget to enter your visit into the site log.

### **DIRECTIONS TO CLUB MEETINGS**

During the warmer months, we meet under the shelter at the B-Street flying site. During the cooler months, we meet indoors at the Marion Gerrish Community Center at 39 West Broadway in Derry. Take RT I-93 North or South to get to Exit 4 – Derry / Londonderry. Head East on Broadway (RT 102) through the first traffic light. Just after the light, you'll start up a hill. Look on the left for the Marion Gerrish Community Center. It's a large white building with parking all around it. The room number we're meeting in will be posted in the lobby. Meetings are held on the last Wednesday of the month and begin at 7:00pm.

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### **USE OF OUR FLYING SITES**

The NH Flying Tigers currently has two flying sites available for your use. Each site has its own characteristics and requirements. Please be sure you are familiar with the rules and flight boundaries for each site.

**Only members that have passed the club flight proficiency exam are allowed to fly unassisted. This will be strictly enforced.**

All club members must display their current NH Flying Tigers membership card in plain view on your person when flying or operating models at the field. This is to allow members to easily identify each other. Only NH Flying Tiger's members and its guests are allowed to fly at our sites.

The maximum sound output from any aircraft must not exceed 98 dBA at 9 feet. To have your aircraft checked, please see a member of the sound committee or contact an officer for help.

#### **B-STREET FLYING SITE**

The gate at the B-St site may be left open only when a member is present. If you are the first person to arrive at the site and you unlock the gate, *always re-lock the lock on the hasp before leaving the gate*. This is to ensure that the locks are not misplaced or considered as a toys by young child that may visit the site while we are flying. If a combination lock is used, be sure to spin the dial(s) so that no part of the unlock code is left visible. All members may purchase a key (or will be provided the combination) to the lock on the gate.

If you are the last person to leave the site, please first check the transmitter impound and frequency board for any transmitters or cards that might have been left by accident. If you find any, place them in the storage container or take them with you when you leave and then notify the owner that you have them.

**Always make sure the storage container, and gate is locked if you are the last one to leave the site.** If you find any of the locks missing, make sure you inform the Field Marshal or one of the other officers as soon as possible so the condition can be corrected.

#### **AUBURN ROAD FLYING SITE**

The Auburn Rd site has some unique requirements which are mandated by the EPA and our contract with the Town of Londonderry. Please be sure to understand the requirements which include how your model may be fueled, the site usage log, the entry gate, and restricted areas of the site, etc.

Please remember that this is a sensitive site and requires a contract that must be renewed periodically. If any neighbors stop by to visit or speak with you, please always be courteous to them. If our our neighbors are happy with us then we should not have any issues when it comes time to renew our contract. One bad report from a neighbor could place our use of this site in jeopardy. Please consider this whenever interacting with neighbors or when you are using the site.

The gate may never be left open and unlocked. You must secure the gate behind yourself as you enter the site. Also remember to place your name on the log which is contained in the mailbox attached to the gate. As a minimum, you must enter your name plus the date and time that you entered and left the site. You may do this upon exiting the site, but please remember to enter your name in the log.

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This site is controlled by the EPA and the Town of Londonderry. Only NH Flying Tigers members and guests are allowed at this site. If you see others at the site (such as dirt bikes, ATV operators, etc), please try to identify them, make an entry in the log and alert a club officer.

Remember to be very diligent not to spill or drip any fuel onto the ground at any time. Double containment systems are required to be used at all times during fueling operations. Gasoline powered aircraft require more stringent procedures. Please speak with an officer if you have any questions about this policy.

All aircraft must be checked by a member of the sound committee to be sure they meet the club's maximum sound output requirements before being operated at the Auburn Rd flying site. Aircraft that have been checked will have a decal placed inside or on the aircraft showing that it has been checked.

### **TRANSMITTER IMPOUNDING**

Everyone arriving at a flying site *must immediately impound all transmitters or transmitter modules*. A transmitter (or transmitter module) can only be removed from the impound area when you leave the site or once the proper frequency for that transmitter has been secured. Transmitters or transmitter modules are impounded to keep frequency conflicts from occurring which means a much safer flying environment for everyone and no loss of models due to radio interference.

By keeping all of the transmitters in one common place (the impound area) there is much less of a chance of a transmitter being accidentally turned on and causing interference with another radio. It is also easy for the closest person to the impound area to find the offending transmitter and get it turned off quickly. Please note that if impound shelves are not available, that you may either retrieve them from the storage container and put them into place, or everyone flying can use the picnic tables or another mutually agreed on location as the transmitter impound area.

### **FREQUENCY CONTROL**

The club has a simple frequency control system which works well provided that all members and guests use it properly\*. To secure your frequency, you first go to the frequency board and verify that your frequency is available. If your frequency is available, attach your current AMA card (or a photocopy) over the frequency you will be using. This provides a way to quickly identify who is using each frequency and provides proof of AMA insurance. **If your frequency is in use, you must immediately impound your transmitter or transmitter module, THERE ARE NO EXCEPTIONS.** Any member may only secure one frequency at a time. A member is not allowed to use two frequencies at once, unless the aircraft they are flying requires two frequencies to operate.

Only narrow band transmitters and receivers are allowed to be used at any club flying site. If you purchase an older radio system at an auction or from a private party, it is your responsibility to be sure that it is up to current standards. Please be aware that a lot of older radio systems are no longer legal to use and are not allowed to be used at any of our flying sites.

If anyone else is using the same frequency as you are, once you have landed your model, immediately place your transmitter back in the impound area after turning it off and remove your AMA card from the frequency board. It is also a good idea whenever you're at the frequency board to take an extra minute and scan each transmitter to verify the power switches are all turned off.

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The use of 2.4 GHz Spread Spectrum (SS) radio systems is allowed. Although these SS systems do not require a particular frequency to be secured before flying, we still require that members using such radios place an AMA card on the frequency control system and to follow all other rules of our club.

\*During the winter time and when maintenance is required, the frequency board and transmitter impound are removed from the field. The picnic tables are used for a transmitter impound area and a frequency stand is used with frequency clips. These clips are supplied by each member for each frequency they use. When you want to fly on a particular frequency, check the stand for a clip on that frequency. If none exists, put your clip up and the frequency is yours until you take it back down. An example of a frequency clip appears later in this handbook.

### **PILOT COMMUNICATION**

The following list contains phrases and their descriptions commonly used for proper communication between RC pilots. This list contains only the essentials for proper pilot communication. All pilots are required to use them when flying at a club flying site.

*“Taking off”* or *“Going up”* – you are about to take-off.

*“Touch and go from the (left or right)”* – you are making an approach from the left or right respectively, followed by a touch-down on the runway followed by a climb-out.

*“Coming in for a landing from the (left or right)”* – you are making an approach followed by a landing from the left or right respectively.

*“Dead stick”* – your engine has failed and you are making an approach to the field to land immediately. Note: If two pilots have a “dead stick” situation at the same time, one should claim the near side of the runway and the other should claim the far side to prevent a collision of the two landing models.

*“Heads up”* – informs other pilots and spectators to pay special attention to your model, there may be a problem with it.

*“On the runway”* - informs other pilots that you or your aircraft is on the runway so they should not attempt to land or fly over the runway.

*“Clear of the runway”* - informs other pilots that you or your aircraft is no longer on the runway so they are now safe to land or fly over the runway.

### **DESIGNATED PILOT STATIONS**

Pilots are required to fly from one of the designated pilot stations. This ensures a minimum of 25 ft separation between transmitters, reducing the risk of transmitter inter-modulation interference and also ensures that pilots are close enough to be able to hear each others verbal communications. If you must stand behind your model to take off, move directly to one of the designated pilot stations immediately after you take off and have established controlled flight while attempting to avoid other active transmitters by 25 ft. as you move to your designated pilot station. Only four pilot stations can be used at any one time.

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### **FLIGHT BOUNDARIES**

There are areas surrounding each flying site that are strictly off limits to any kind of flying. There is a diagram later in this handbook which depicts the flight boundaries. In addition to these areas, all take-offs and/or landings should be made into the prevailing wind from either end of the runway. If you see someone infringing on one of these boundaries, kindly point out their violation and ask them to correct their flying. Our flying site and its future use depends on every pilot complying with the flight boundaries.

Remember, *you are never allowed to fly over people or buildings.*

### **LEARNING TO FLY – The NH Flying Tigers flight training program**

The Flying Tigers has a well established flight training program to assist you in your quest to learn how to safely pilot a R/C aircraft. Using our flight training program does not guarantee success, but attempts to teach you the basics of flying R/C aircraft through a series of progressive steps.

We have flight proficient members that have volunteered their valuable time to help you to learn to fly. These volunteers have passed an instructor proficiency test to show that they have the skills needed to help a student using our training boxes (often called a 'buddy box').

You are not required to have an 'instructor' rating to help someone learn how to fly. However, if you are a student, we recommend that you use one of our club instructors as they will have more experience helping beginners learn how to fly safely.

Please be aware that using our flight training program and our flight instructors does not guarantee that you will successfully learn how to fly. It also does not guarantee that you will not damage your aircraft while you are learning to fly. Using our instructors and our flight training program does significantly increase your chances of success with a minimal chance of incurring damage to your aircraft.

Our instructors use a 'training-box' system while teaching you to fly. During instruction, they will make every attempt to avoid mishaps, but please be aware that your aircraft can be damaged for many reasons. Unfortunately, this is part of the learning process. The club, nor our instructors can be held responsible for any damage which may occur to your aircraft. If any mishaps occur, we will be glad to offer our recommendations on how to safely repair any damage.

The NH Flying Tigers reserves two nights a week (normally Tuesday and Thursday) from 5PM until dark for training at one of our flying sites. During this time, students have flight priority. This means that any flight proficient member must refrain from flying during this time unless the instructors have given you permission to fly. Please be courteous to the students and do not attempt to fly while they are present.

If you are in the training program, please understand that our instructors volunteer their time to help you. Please be respectful and appreciative of their time. We make every effort to have one or more instructors available during our training nights, but because of the volunteer nature of our program, we can not guarantee that an instructor will always be available.

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Also, unless you have made prior arrangements, please do not approach an instructor during other times and expect them to be available to give you help. Although many instructors will be glad to help you at any time they are available, please don't put them on the spot and expect their help.

### **FLIGHT PROFICIENCY**

Any person that wishes to fly at the club field must first pass a flight proficiency exam or have a flight proficient member or instructor stand by his side for the duration of each flight. The reason for this is safety. If you have not passed your "Flight Proficiency Exam" and there are no flight proficient members or instructors to stand by your side, do not fly. This will be strictly enforced.

Only a club certified instructor is qualified to perform flight proficiency exams. Flight exams may be arranged at any time convenient for both you and the instructor.

### **PROFICIENCY EXAM OVERVIEW**

The purpose of this program is to promote safe practices and encourage improved flying proficiency. It is primarily designed to evaluate the skills of a pilot in terms of safety rather than complicated maneuvers. Each item of the exam centers on the ability to maintain total aircraft control in both normal and or emergency maneuvers.

It is recognized that in each phase of flight proficiency pilots will use an aircraft they are most comfortable with. Some of these aircraft may have characteristics that make it difficult to properly execute a particular maneuver. An example would be the inability of some aircraft with a high dihedral to fly during inverted flight. This will be taken into consideration at each point and allowances made for aircraft characteristics.

Note: during the slow flight, power off maneuvers and unusual attitude flight portion of the flight exams, it is not the intention to endanger people nor property. Therefore, this type of flight should be demonstrated sufficiently high to allow recovery from inadvertent stalls or disorientation. Pilots have the option of returning to power-on flight if it appears that people or property may be endangered if slow or power-off flight is continued.

The exams and proficiency ratings are broken into the following categories:

- PP: Park-Flyer proficient (Park-Flyer aircraft\* only and may be hand launched in lieu of a runway take-off).
- AP: Airplane Pilot proficient (fixed wing proficient, includes fixed wing Park-Flyers)
- AI: Airplane Instructor proficient (fixed wing instructor)
- HP: Helicopter Pilot proficient (rotary wing proficient)
- HI: Helicopter Instructor proficient (rotary wing instructor)

Note that the following do not have exams, but these proficiency indicators show that you are learning to fly and may appear on your membership card and the club roster:

- AS: Airplane Student (learning to fly fixed wing)

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PS: Park-Flyer student (learning to fly Park-Flyers)

HS: Helicopter student (learning to fly a rotary wing aircraft)

If your current rating is “HP”, it means you have passed only the helicopter pilot proficiency exam, so you cannot fly airplanes unassisted until you pass the airplane pilot exam and add the “AP” rating. Likewise if your current rating is “AP” it means you’ve passed only the airplane pilot proficiency exam, you cannot fly helicopters unassisted until you add the “HP” rating. Members with an “AP” rating may also fly Park-Flyers. The club membership rosters contain the rating(s) of each member. Until you pass a flight proficiency exam, you may be listed as a flight student.

\* A 'Park-Flyer' is an aircraft as defined by the AMA. It must weigh two pounds or less, be incapable of reaching speeds greater than 60 MPH and must be powered by an electric, rubber or other similarly quiet means of propulsion.

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**AIRPLANE & PARK-FLYER PROFICIENCY EXAM**

- Explain proper frequency control practice including transmitter impounding and the designated pilot stations.
- Inspect the model aircraft to be used for the examination explaining each area of inspection and perform a radio range check.
- Start the model aircraft’s engine(s) and perform any needed engine adjustments then position the model for taxi and take-off.
- Take-off making a smooth and controlled departure avoiding any flying boundaries. Park Pilots are allowed to perform a hand launch style take off from a safe position at the edge of the runway. (don’t forget to call out your intentions before taking-off)
- Once you have trimmed the controls, demonstrate 360 degree turns to the left and to the right with power while maintaining altitude. Horizontal figure eights may be performed rather than separate left and right 360 degree turns.
- Bring the power back to an idle and demonstrate slow flight including turns to the left and right.
- Demonstrate power-off stalls and recovery by putting the aircraft into a vertical climb and holding it there while reducing power to an idle. Once the aircraft stalls, recover and return to level flight.
- At the instructor’s request, reduce the power to an idle and simulate an engine out approach demonstrating your ability to land “dead-stick” if required (don’t forget to call out your intentions before making your simulated approach).
- Perform a smooth and controlled landing on the runway. If your approach doesn’t feel right, go around rather than chance an unsafe or sloppy landing. Good judgment is what the instructor will be looking for in addition to a good landing (don’t forget to call out your intentions before making your approach).

If the previous 9 steps are performed safely and demonstrate good pilot control at all times, you will be awarded the rating of “Airplane Proficient”, or “Park-Flyer Proficient” as applicable and the right to fly unassisted at the any club flying site. The club secretary must be notified of the date of examination and the name of the instructor so that the club records can be updated.

PILOTS NAME: \_\_\_\_\_

DATE: \_\_\_\_\_

INSTRUCTOR'S NAME: \_\_\_\_\_

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**AIRPLANE INSTRUCTOR PROFICIENCY EXAM**

- Explain each of the areas of understanding required of an instructor including: recognition of properly constructed model aircraft, proper preflight inspections and radio range checks, frequency control and transmitter impounding and designated pilot stations. Also give a brief explanation of basic aerodynamics.
- Start the model aircraft's engine(s) and perform any needed engine adjustments and then position the model for taxi and take-off.
- Taxi and take-off performing a smooth and controlled climb avoiding any flying boundaries (don't forget to call out your intentions before take-off).
- Demonstrate control in slow flight, power-off stalls, and stall recovery.
- Demonstrate turns, climbs and descents on command of the instructor.
- Demonstrate loops, rolls and inverted flight including inverted 360 degree turns to the left and to the right or inverted horizontal figure eighths.
- Demonstrate recovery from irregular flight attitudes of all kinds that might be encountered while instructing a student pilot.
- Perform a complete engine-out approach on command followed by a smooth and controlled dead-stick landing on the runway (don't forget to call out your intentions before making your approach and dead stick landing).

If the previous 8 steps are performed safely, demonstrating complete control at all times and in all attitudes and your knowledge in each area meets instructor requirements, you will be congratulated and awarded the title of "Airplane Instructor". Your name will be listed as such on club rosters and in the newsletter. The club secretary must be notified of the date the examinations completed and the name of the instructors so that the club records can be updated.

PILOTS NAME: \_\_\_\_\_

DATE: \_\_\_\_\_

INSTRUCTOR'S NAME: \_\_\_\_\_

INSTRUCTOR'S NAME: \_\_\_\_\_

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### **HELICOPTER PROFICIENCY EXAM**

- At the examiner's request, the pilot must explain proper frequency control practice including transmitter impounding and the designated pilot stations.
- At the examiner's request, the pilot must inspect the model helicopter to be used for the examination explaining each area of inspection and perform a radio range check.
- At the examiner's request, the pilot must start the model helicopter's engine(s) and perform any necessary engine adjustments.
- At the examiner's request, the pilot must demonstrate a smooth and controlled fixed position hover.
- At the examiner's request, the pilot must demonstrate slow hover control in all four directions, away, towards, left and right, then back to center.
- At the examiner's request, the pilot must demonstrate transition from hover to forward flight demonstrating smooth and controlled departure avoiding any flying boundaries (intentions must be called out loud before taxiing and taking-off).
- At the examiner's request, the pilot must demonstrate 360 degree turns to the left and to the right while maintaining altitude. Horizontal figure eights may be performed rather than separate left and right 360 degree turns.
- At the examiner's request, the pilot must transition from forward flight back to a hover over the runway.
- At the examiner's request, the pilot must demonstrate a simulated auto-rotation approach (intentions must be called out loud).

If the previous 9 steps are performed safely and demonstrate good pilot control at all times, you will be awarded the rating of "Helicopter Proficient" and the right to fly helicopters unassisted at any club flying site. The club secretary must be notified of the date of examination and the name of the club instructor so that club records can be updated.

PILOTS NAME: \_\_\_\_\_

DATE: \_\_\_\_\_

INSTRUCTOR'S NAME: \_\_\_\_\_

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**HELICOPTER INSTRUCTOR PROFICIENCY EXAM**

- At the examiner’s request, the pilot must explain each of the areas of understanding required of an instructor including; properly constructed model helicopters, proper preflight inspections and radio range checks, frequency control and transmitter impounding and the designated pilot stations. Also a brief explanation of basic aerodynamics as required.
- At the examiner’s request, the pilot must start the model helicopter’s engine(s) and perform any necessary engine adjustments and then position the model for taxi and take-off.
- At the examiner’s request, the pilot must demonstrate a smooth and controlled fixed position hover including nose in.
- At the examiner’s request, the pilot must demonstrate slow hover control in all four directions, away, towards, left and right, then back to center.
- At the examiner’s request, the pilot must demonstrate transition from hover to forward flight demonstrating smooth and controlled departure avoiding any flying boundaries (intentions must be called out loud before taxiing and taking-off).
- At the examiner’s request, the pilot must demonstrate 360 degree turns to the left and to the right while maintaining altitude. Horizontal figure eights may be performed rather than separate left and right 360 degree turns.
- At the examiner’s request, the pilot must transition from forward flight back to a hover over the runway.
- At the examiner’s request, the pilot must demonstrate a nose in approach to the runway.
- At the examiner’s request, the pilot must demonstrate a simulated auto-rotation approach (intentions must be called out loud).

If the previous 9 steps are performed safely and demonstrating complete control at all times and in all attitudes and your knowledge in each area meets instructor requirements, you will be awarded the rating of “Helicopter Instructor”. Your name will be listed as such on club rosters and in the newsletter. The club secretary must be notified of the date the examinations completed and the name of the instructors so that the club records can be updated.

PILOTS NAME: \_\_\_\_\_

DATE: \_\_\_\_\_

INSTRUCTOR'S NAME: \_\_\_\_\_

INSTRUCTOR'S NAME: \_\_\_\_\_

**The New Hampshire Flying Tigers Radio Control Club, Inc.**  
*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

# **CLUB CONSTITUTION**

## **ARTICLE I – ORGANIZATION NAME**

### **SECTION I**

The name of this organization shall be “The New Hampshire Flying Tigers Radio Control Club”, or abbreviated as “The NH Flying Tigers RC Club”.

## **ARTICLE II – ORGANIZATION PURPOSE**

### **SECTION I**

This is a non-profit organization which exists to promote all phases of modeling, but primarily radio control modeling in a fun and safe manner while having respect for our neighbors and the environment. We welcome people of all ages without regard to race, religion or gender to join us where they will always find our members friendly, courteous, respectful considerate and helpful. We strive to have a first class training program and welcome anyone who has an interest in learning.

### **SECTION II**

Mission statement: To promote aero-modeling in a fun, safe, friendly, courteous, and respectful manner.

## **ARTICLE III – POWERS GRANTED**

### **SECTION I**

All actions taken by the organization shall be binding upon all members who wish to maintain membership.

## **ARTICLE IV – MEMBERSHIP**

### **SECTION I**

Membership in the club is open to anyone interested in radio control models provided they meet the requirements of The New Hampshire Flying Tigers RC Club By-Laws and Constitution.

### **SECTION II**

A current AMA (Academy of Model Aeronautics) membership must be held by all flying club members. Any member not in compliance will have his membership terminated.

### **SECTION III**

Club members are allowed to bring one non-member at a time as a flying guest provided this non-member is a current AMA member.

Guests may visit and fly a total of three individual days before they must join the club. The member inviting the guest is responsible for all actions of the guest.

Persons invited to attend club sponsored events and vacationing AMA members from other areas are not considered guests and therefore do not fall under this limitation.

## **The New Hampshire Flying Tigers Radio Control Club, Inc.**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

### **SECTION IV**

Club memberships are defined as follows:

Youth Member - Those members under sixteen years of age as of January 1st. The NHFT R/C club is not responsible for the supervision of minors. Minors under the age of 16 Years must always be accompanied by a parent or guardian while at the flying site or participating at any club activity.

Junior Member – Those members sixteen years of age as of January 1<sup>st</sup>

Standard Member – Those members nineteen years of age as of January 1<sup>st</sup>

Senior Member – Those members sixty-two years of age as of January 1st

### **SECTION V**

Any prospective member, except new entrants to the hobby, must have a club sponsor in order to obtain membership.

The sponsor is responsible for the new member's actions for a period of 1 (one) calendar year.

If the sponsored member exhibits unfavorable actions or behavior, it shall become the duty of the sponsor to address and cure this unacceptable behavior. Otherwise, both parties (sponsor and sponsored member) could be subject to termination.

An established member may sponsor any number of members.

The sponsored member must have a sponsor for 1 (one) full calendar year.

The sponsored member will become an established member after 1 (one) full calendar year.

During the first year, the sponsored member has full membership privileges except to sponsor other new members.

### **SECTION VI – PAYMENT OF DUES AND FEES**

Each application for club membership must include payment in full for annual dues and all applicable fees regardless of the date of the application.

Application for membership in the club is not considered accepted until paid in full and is subject to approval by a simple majority vote of the members present at an official club meeting.

A membership application received after July 31st will be given a half year credit on the dues (only) for the following year. An application received after September 30th will be given a full year credit on the dues (only) for the following year. Note that no other fees are allowed either of these credits.

Any member that performs four or more hours of work will have their following year's field maintenance fee waived, subject to the Field Marshal's approval.

Membership renewals must be received by the club with full payment of dues and all applicable fees by February 28th. An application received after this date will not be considered for renewal and will be subject to all new membership application procedure, dues and fees, to be considered for club membership.

# **The New Hampshire Flying Tigers Radio Control Club, Inc.**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

## **ARTICLE V – OFFICERS**

### **SECTION I**

The elected officers of the club reserve the right to remove anyone from an appointed position at any time if two or more of the elected officers agree that they are not meeting the responsibilities of their respective position.

The elected officers of the club shall be: President, Vice-President, Secretary, and Treasurer. Appointed officials shall include a Field Marshal, a Newsletter Editor, a Safety officer, a training Coordinator, a Webmaster, as well as any necessary committee appointments.

### **SECTION II**

Nominations will take place at the October meeting by a nominating committee or by any of the members present. Elections will take place at the November meeting with the officers-elect assuming office at the December meeting.

### **SECTION III**

The term of office for each officer shall be for one year.

## **ARTICLE VI – DUTIES AND POWERS OF OFFICERS AND MEMBERS**

### **SECTION I – THE PRESIDENT**

Shall preside at all club meetings.

Shall, with the consent of the other officers, call extra or emergency meetings whenever necessary.

Shall assume all extra responsibilities which may arise during his, or her, tenure of office.

Shall have the authority to add, change, or remove any appointed position.

### **SECTION II – THE VICE PRESIDENT**

Shall, in the absence of the President, preside at the club meetings.

Shall perform such other duties as assigned by the President

### **SECTION III – THE SECRETARY**

Shall keep minutes of the meetings.

Shall present minutes of previous meetings when called upon to do so.

Shall conduct all correspondence of the club

### **SECTION IV – THE TREASURER**

Shall collect all club dues.

Shall keep an accurate record of all club expenditures and income.

Shall prepare an Annual Budget for approval by the majority of members present at the January meeting.

## **The New Hampshire Flying Tigers Radio Control Club, Inc.**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

Shall, in the absence of the President and Vice President, and with the permission of the President, preside at club meetings.

### **SECTION V – THE SAFETY OFFICER(S)**

Shall monitor all club safety issues and recommend to the membership any changes when necessary.

### **SECTION VI – THE FIELD MARSHAL(S)**

Shall oversee and bring to the attention of the membership any field maintenance issues including field maintenance equipment that requires attention.

Shall maintain a list of member names and the dates and work performed to fulfill their field maintenance requirement. This information will be forwarded to the Secretary by October 15th of each year so the club field maintenance records can be maintained.

Shall plan in advance work parties to keep the flying field maintained.

Shall have authority to close the field to vehicles due to inclement weather (flooding, soft ground, etc).

With permission from the club officers, have the authority to change the gate locks and/or combination locks as deemed necessary.

### **SECTION VII – TRAINING COORDINATOR(S)**

Shall be responsible for providing new students with copies of NHFT training documentation.

Shall create a rotational schedule of students and instructors during designated training evenings.

Shall oversee and/or appoint flight proficient assistants as needed to inspect aircraft and prepare students for flight with an instructor.

In concert with instructor(s) recommendations, shall have the authority to end training sessions due to inclement weather or windy conditions.

### **SECTION VIII – GENERAL MEMBERSHIP**

Shall have the opportunity of presenting to the club any ideas or suggestions.

Shall act on all matters of general policy of the club.

Shall vote approval of all monies to be spent by the club except in the case of emergencies, up to \$250.00 may be spent without membership approval if determined necessary by two or more elected officers. Any emergency monies must be explained and approved by the membership at the next club meeting. All non-budgeted expenses over one hundred dollars (\$100) must appear in the newsletter or be presented to the club at least one meeting before a final vote is taken on the proposed expenditure.

A special fund for purchasing club event raffle prizes allows for spending of up to \$350.00 without membership approval. This expenditure must be approved by a vote before the fund can be replenished and used for another raffle purchase.

## **The New Hampshire Flying Tigers Radio Control Club, Inc.**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

To maintain a pilot's proficiency rating, each flight proficient member must have made at least 6 flights each consisting of a take-off and landing from and to the runway during the preceding calendar year. Members may certify they are in compliance by signing next to the appropriate signature field on their membership renewal application.

Pilot proficiency ratings will appear below their address on each monthly newsletter.

### **SECTION VIX – REGULATIONS COMPLIANCE COMMITTEE**

Will ensure the continued availability of the club field through uniform enforcement of the club rules and regulations and provide an avenue for club members to inform and be informed of possible infractions of the club rules and regulations so that appropriate compliance can be assured.

The committee will consist of three members, who are not serving as officers, to be appointed in January of each year by the elected officers, serving for a period of one year without term limits.

All accused members (and sponsors) will be sent a certified letter notifying them of the alleged infraction and possibly temporary suspension of flying privileges which may be imposed by a committee member and/or officer until the next regular club meeting.

Every accused member will have an opportunity to discuss the infraction with the committee and then the membership before a penalty is determined and voted on.

All decisions of the committee must be approved by a majority of members present at the next regular club meeting.

Any violation of suspension will automatically terminate membership. The terminated member (and sponsor) will be sent a notification of termination by certified letter.

### **SECTION X – BUDGET COMMITTEE**

The President shall appoint a budget committee which is to analyze the financial needs of the club and to present a recommended dues and fees structure to the club membership at the October meeting.

The membership shall vote to approve the budget committee's report by a 2/3rds majority of the members present which will change the dues and fee's structure for the following year.

### **SECTION XI – WEBMASTER**

The appointed Webmaster shall be responsible for any and all aspects of the web site to include but not limited to the following:

Shall ensure the URL [newhampshireflyingtigers.org](http://newhampshireflyingtigers.org) be registered under the clubs name and the clubs name only.

Shall be responsible for insuring a reliable and reputable host for the club's web site and also be responsible for updating the clubs URL ([newhampshireflyingtigers.org](http://newhampshireflyingtigers.org)) registration on an annual basis.

Shall be the technical contact for the site and may also choose a second person as a backup contact.

## **The New Hampshire Flying Tigers Radio Control Club, Inc.**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

Shall also be responsible for enlisting a group of members to assist with the site and monthly updates to the site as needed.

Shall be responsible for granting or denying access to restricted areas of the site.

Shall ensure the site's members only section remains secure and shall have the authority to grant or remove members from this password protected area based on their current membership status.

### **ARTICLE VII – NOMINATION, ELECTION, RESIGNATION, REMOVAL AND REPLACEMENT OF OFFICERS**

#### **SECTION I – NOMINATION OF OFFICERS**

Nomination for all officers shall come from a nominating committee or members present at the regular October meeting.

#### **SECTION II – ELECTION OF OFFICERS**

Elections shall be by a majority of members present at the regular November meeting.

#### **SECTION III – RESIGNATION OF OFFICERS**

The resignation of any officer of the club must be submitted in writing. The resignation becomes effective at the meeting submitted.

#### **SECTION IV – REMOVAL OF OFFICERS**

If any officer has missed two or more consecutive regular meetings without communication with another officer, the officer shall be notified verbally or by letter that he must attend the next regular meeting to prevent removal.

#### **SECTION V – REPLACEMENT OF OFFICERS**

Vacancy in any office shall be filled by appointment, or election, at the discretion of the President or the remaining officers in case of presidential vacancy. Such person is to serve until the end of the term for which his predecessor was elected.

### **ARTICLE VIII – RATIFICATION**

#### **SECTION I**

This constitution shall be ratified by a two-thirds majority vote of the members present at a regular monthly club meeting.

### **ARTICLE IX – AMENDMENTS**

#### **SECTION I**

This constitution shall be amended by a two-thirds majority vote of the members present at a regular monthly club meeting.

## **The New Hampshire Flying Tigers Radio Control Club, Inc.**

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

### **SECTION II**

Any amendment to this Constitution, the Club By-Laws, Safety or Operational Rules may be presented to the club by any member in writing, or in person, at a regular monthly club meeting.

### **SECTION III**

All proposed amendments of this Constitution or the Club By-Laws, Safety or Operational Rules must be published in the newsletter or presented to the club at least one meeting before a final vote is taken on the proposal.

## **ARTICLE X – MEETINGS**

### **SECTION I**

The club shall meet once a month at a predesignated time and place for all regular monthly meetings.

### **SECTION II**

A Quorum is the number of members present at a regular scheduled meeting.

### **SECTION III**

In the event that the President nor Vice President is available to act as the Chairman at a regular scheduled meeting, the President has the power to appoint a Chairman Pro Tem.

## **ARTICLE XI – DATE EFFECTIVE**

### **SECTION I**

The Constitution shall be effective immediately upon ratification.

## **CLUB BY LAWS**

The “Club By-Laws” shall be comprised of both the “Operational Rules” and the “Safety Rules” of the club.

### **OPERATIONAL RULES**

- Alcoholic beverages are prohibited from the flying field at all times.
- Immediately upon arrival at the field, all transmitters or transmitter modules must be placed in the impound area until its frequency is secured with the frequency control system.
- Any person operating any model must be current AMA members and display their current AMA membership card for easy identification.
- All club members must display their current club membership card on their person when flying or operating models at the field.
- There will be no running of engines before 10:00 AM or after sunset on any day of the week including weekends and holidays. At the B-St flying site there is no running of engines on Sundays until 12:00 PM. The Sunday rule may be waived for special club sponsored events provided the local church receives prior written notice.
- No model may exceed a maximum sound output of 98 dBA at any time while operating at full throttle as measured nine feet over grass or soil from the exhaust outlet. During the measurement the exhaust shall be pointed at the sound meter which is to be three feet from the ground. If the model does not have an obvious exhaust outlet, then the measurement is taken nine feet from the engine or motor from the direction of maximum sound output.
- No more than four aircraft are allowed in the air at one time. The only exception to this will be special events when the contest director deems it appropriate.
- All pilots are to fly only from one of the designated pilot stations along the runway and must maintain transmitter separation of at least twenty-five feet.
- No aircraft is allowed to monopolize the runway for any period of time. Therefore when there are any aircraft in flight or taxiing for take-off, hovering for extended periods of time must be done from the helicopter pad area.
- Tuesday and Thursday evenings are designated as pilot training nights. Flying on these evenings is restricted to students, instructors, others directly assisting in training, and proficient pilots requiring assistance unless no students are willing to fly or all instructors present grant permission for others to fly.
- Friday evenings are designated helicopter flying nights. Members that are flying helicopters have priority.
- It is each member’s responsibility to keep the flying, parking and pits areas clean. Each member must dispose of his or her own trash.
- Picnic tables and shelter area are not to be used as a pit area.
- As of January 1<sup>st</sup>, 1994, all radio systems operated at the club field must have a transmitter bandwidth of 20 KHz or less and a true 20 KHz bandwidth or less narrow band receiver.
- Any aircraft that is downed outside our flight boundaries, or within 100 feet of any developed property (any property that is not in it’s original wild and undeveloped state) or any aircraft not immediately found and/or recovered or that causes personal or property damage must be reported to a club officer or member of the safety committee within 24 hours of the incident.

## **The New Hampshire Flying Tigers Radio Control Club, Inc.**

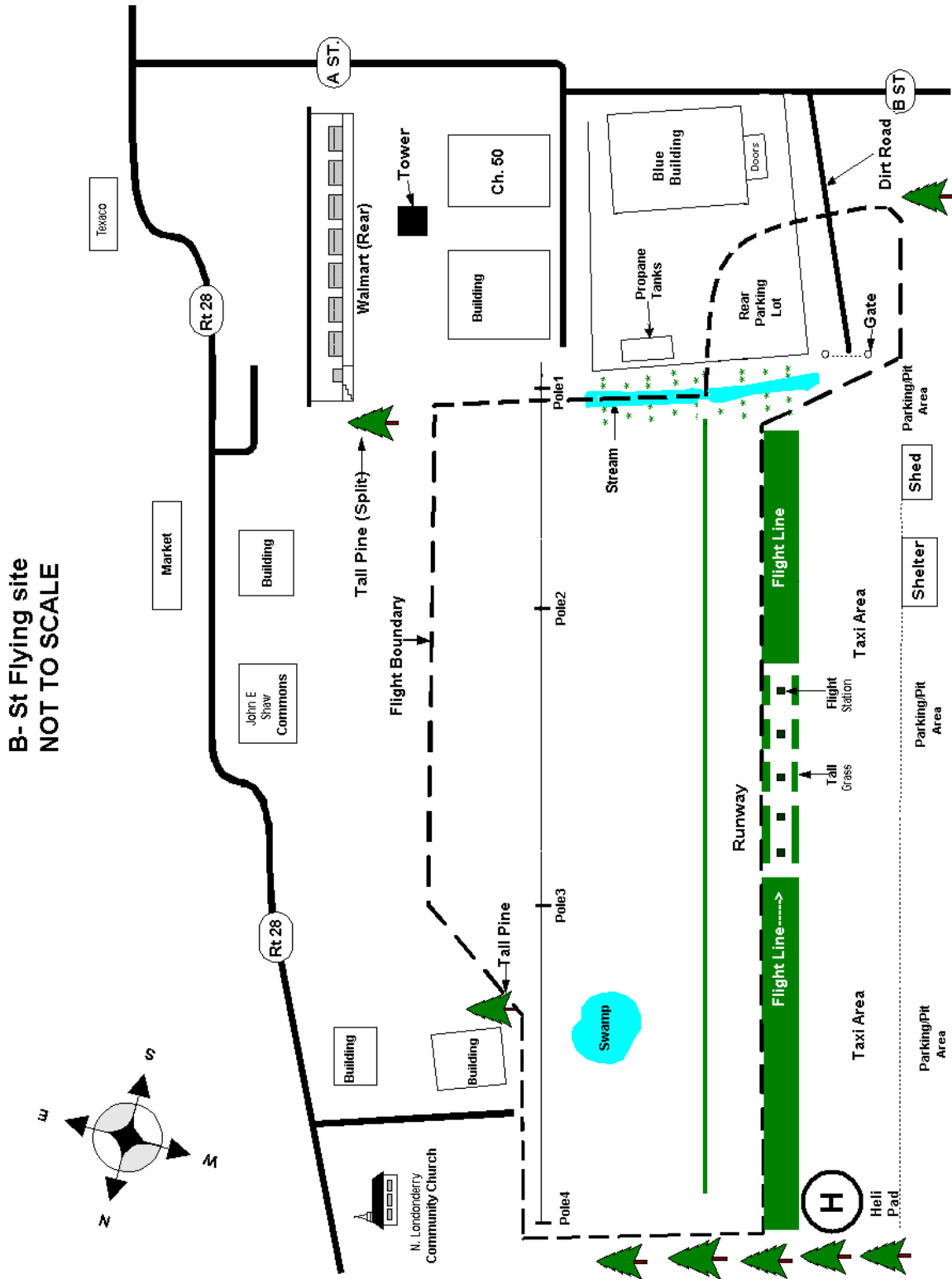
*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

# **SAFETY RULES**

- Only those persons who have passed the club's "Flight Proficiency Exam" are allowed to fly unassisted at the club field.
- All aircraft must be inspected by a flight proficient club member prior to the initial flight or the first flight after repairing any damage.
- Only pilots and their assistants are allowed on the flight line during the periods of model operation. Spectators are not allowed beyond the parking area.
- Any running of engines with exhaust or prop wash towards others is prohibited.
- Taxiing out of the pit area to the runway is allowed but must be done with extreme caution. Taxiing back into the pit area is prohibited.
- All take-offs and hand launches are to be made from the runway, not the pit or parking areas.
- Each pilot is responsible for making sure other pilots know his or her intentions. All take-offs and landing approaches must be called out loud when more than one model is in the air.
- No flying over or behind the pit, parking or spectator areas. All flying must be within the posted flight boundaries.
- Re-starts on the runway are not allowed when there are models in the air or models taxiing out to take-off.

# Appendix

## Londonderry B-Street Site Map & Flight Boundaries



# The New Hampshire Flying Tigers Radio Control Club, Inc.

*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

PO Box 99, Derry, NH 03038  
www.NewHampshireFlyingTigers.org

## Auburn Road flying site usage rules

- Only NH Flying Tigers R/C Club, Inc. (NHFT) members in good standing who have signed this document each year may operate models at the Auburn Road site.
- Upon arrival at the site, all members must sign into the activity log at the site. Be sure to enter into the log anything found which is out of place.
- NHFT members are responsible to ensure that their guests are entered into the activity log at the site.
- NHFT members are entirely responsible for all actions of their guests while on the site. No guest is allowed to operate a model on site without direct supervision of a NHFT member.
- NHFT members must immediately lock the gate behind them as they enter or leave the site.
- NHFT members acknowledge that this is a former EPA superfund site which is still under EPA control. There shall be no disposal of any type of trash no matter how small, nor the spilling of fuel of any type on the site. No EPA test well shall be disturbed in any way. Refrain from coming in contact with the ground or surface water as the EPA is still monitoring Arsenic levels in the area. Please refer to the EPA web site <http://www.epa.gov/region01/superfund/> for more information on the 'Auburn Road Landfill' site.
- All fueling of aircraft is to be done with a closed loop system where the overflow or vent line of the model is to be connected to either a separate collection bottle or back to the fuel supply container. Additionally a tray of sufficient capacity to contain the entire volume of the fuel supply container must be placed under the model while being fueled to catch any possible drips or spills. If a drip or spill into the tray occurs, the member must absorb the spill with suitable absorbing material and then dispose of said absorbing material in an approved manner after leaving the Auburn Road site. Note that any models using gasoline for fuel must also be filled using this procedure only at the designated filling station.
- All models are subject to the NHFT operational sound rules and must be tested for compliance before being operated.
- There is to be no entry into the fenced in capped landfill areas by NHFT members or guests at any time. If a model strays into one of the fenced in capped landfill areas, then the member must contact the Town of Londonderry for assistance. The member will be responsible to pay any fee imposed for the retrieval such a model.
- These site rules are in addition to the NHFT constitution, safety and operational rules and regulations.
- The NHFT member acknowledges that these site rules may be amended or updated at any time and it is the responsibility of the member to keep current with the site usage rules. Any such updates or amendments become part of this agreement. Any member found to have breached these rules will be subject to expulsion from the NH Flying Tigers R/C Club, Inc.

I fully understand and agree to these rules,

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Print name: \_\_\_\_\_

Parent or legal guardian if under 18:

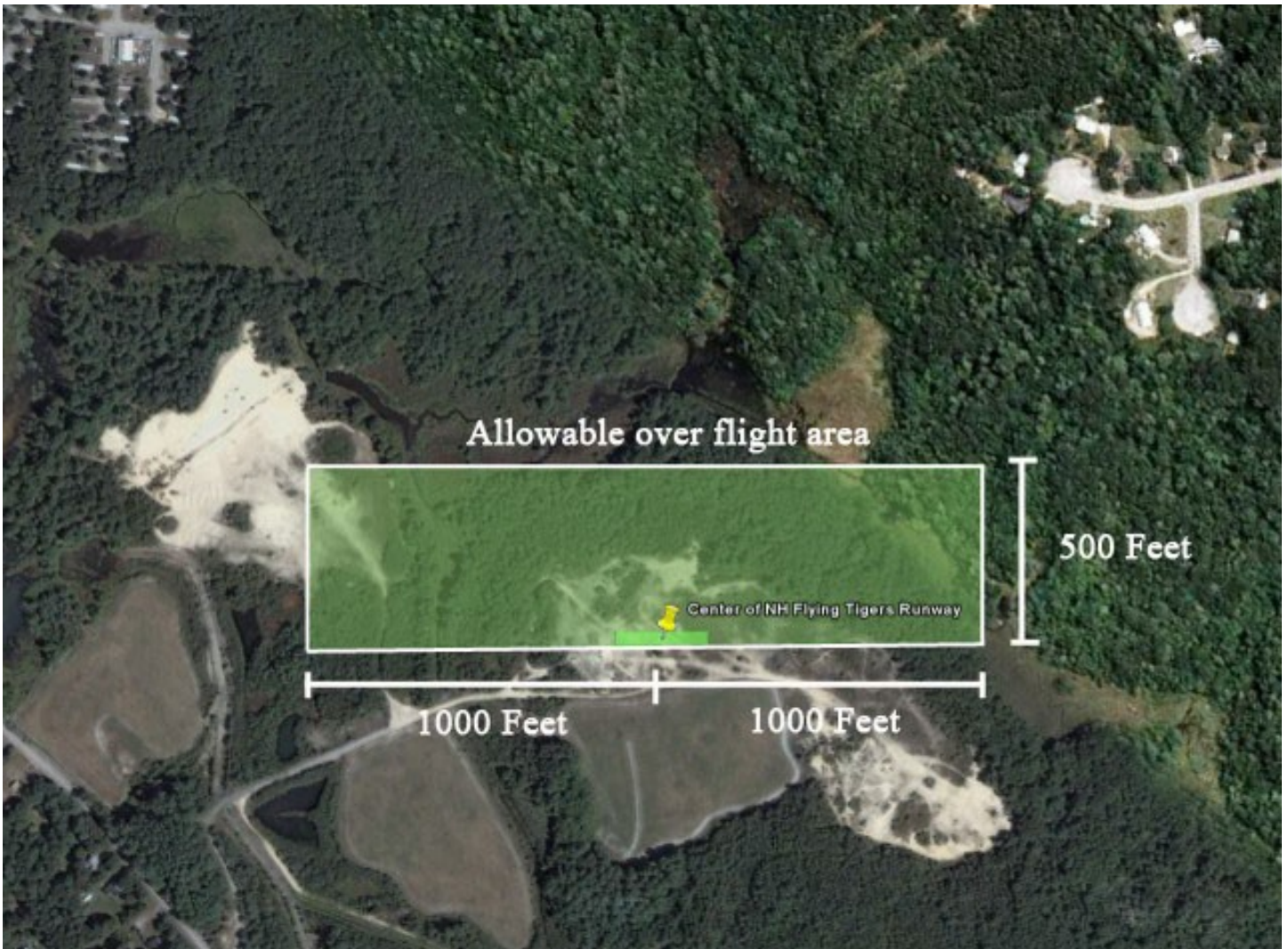
Print name: \_\_\_\_\_

Signed: \_\_\_\_\_

Version 1.2 as adopted by vote of the members of the NH flying Tigers R/C Club, Inc.

**The New Hampshire Flying Tigers Radio Control Club, Inc.**  
*To promote aero-modeling in a fun, safe, friendly, courteous and respectful manner.*

## **Auburn Road Site Flight Boundaries**



The emphasized area in the center shows the flight boundaries at the Auburn Road flying site.

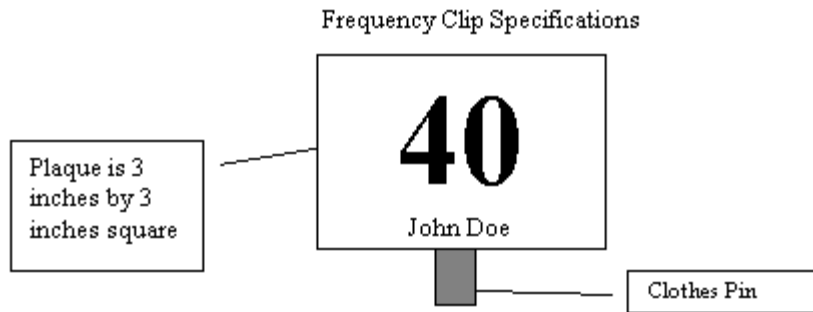
Note: Do not fly over the homes shown in the upper left and upper right corners of this image at any time. Please remain as far away from these areas as possible.

## The New Hampshire Flying Tigers Radio Control Club, Inc.

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# Frequency Clip example

Each member is responsible to have a frequency clip (“pin”) to allow for their operational channel to be reserved at the times when the normal frequency control system is not available. This may be during winter operation, or at other times when maintenance of the frequency control system is required.



The numbers on the frequency clip must be large enough to be read from a distance. We recommend a white card of three inches square with large black numbers printed clearly on it which has your channel number (or 2.4 GHz if appropriate). Secure or glue this card to a clothes pin or another suitable clip to allow it to be fastened to the frequency control point to reserve your operational frequency using the same procedures used with your AMA card on our standard frequency control system.

## **Aircraft Sound Compliance Committee**

*No model may exceed a maximum sound output of 98 dBA at any time while operating at full throttle as measured nine feet over grass or soil from the exhaust outlet. During the measurement the exhaust shall be pointed at the sound meter which is to be three feet from the ground. If the model does not have an obvious exhaust outlet, then the measurement is taken nine feet from the engine or motor from the direction of maximum sound output.*

- Aircraft must be checked by members of the Sound Compliance Committee. While spot checks by others may provide useful information, it's not a substitute for a check by the sound committee.
- Members of the sound committee must receive training to be sure to use uniform standards when measuring aircraft to insure equal fairness to all members.
- Members of the sound committee may not measure their own aircraft.
- Internal combustion engines as well as electric motors must be checked for compliance.
- Loudest sound measured shall be recorded.
- Helicopters should be running with the head at hovering speed or actually hovering. The helicopter should be in an 'idle-up' state if available.
- NHFT Sound compliance decal shall be applied inside or outside of each aircraft and contain the maximum sound measurement as well as the initials of the person making the measurement and date of the test. If the decal is lost or destroyed for any reason, the aircraft must be re-checked by a sound committee member.
- If an aircraft has significant changes made, it should be rechecked by the sound committee. Significant changes can include: a change in the engine or motor, propeller size or type, muffler change or any other change which could affect sound output.
- Measurements shall be made away from other objects that could reflect the sound and disturb the readings.
- Sound meter should be set to the 'A' weighting with 'slow' damping. It's suggested to start with the 90 dBA (slow) setting (do not use 'C' weighting).
- An aircraft that exceeds 98 dBA at 9 feet fails the test and may not be flown at any NH Flying Tiger's flying site. A failing aircraft may be retested anytime after changes are made to quiet the aircraft. The owner may consider changes such as an increase in propeller size (to reduce maximum RPM), a different muffler, permanent additions to the exhaust system, or other permanent changes to allow it to pass the sound compliance test.