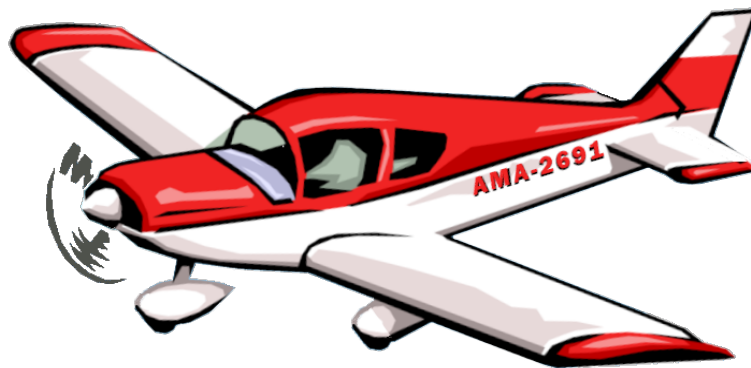


DARE COUNTY RADIO CONTROL FLYERS BYLAWS

ACADEMY OF MODEL AERONAUTICS CHAPTER 2691



At the Home of the First Flight – The Outer Banks of North Carolina

SUMMARY OF REVISIONS

The following is a list of revisions made to these bylaws, along with their effective date:

Date	Description
03/16/23	<u>Article IX - Section D</u> : A typographical error at end of second line citing 'Figure B-1' was changed to reflect the correct reference of 'Figure E-1' pursuant to Section C of Article XI.
08/15/24	<u>Article V - Section C</u> : The definition of 'Quorum' has been amended pursuant to Section B of Article XI to require the presence of either the club's president or vice president to be present with at least two other adult members in good standing to constitute a quorum.

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Article I – Name and Location

A. Name. The legal name of the club shall be the “Dare County Radio Control Flyers” and shall be referred to as the “club” within these bylaws. The use of “Dare County RC Flyers” or “DCRCF” as a shortened version of the club's legal name is permissible for use on clothing items and promotional materials produced by the club.

B. Location and Mailing Address. The club's flying field is located behind the skeet range area within the Outer Banks Gun Club on Link Road, 1½ miles south of the intersection of US Highways 64 and 264 in Manns Harbor, North Carolina. The official mailing address of the club shall be the presiding secretary's mailing address. The mailing address of club officers or members may also be used for correspondence in the conduct of official club business.

Article II – Purpose and Organization. The club promotes radio control model aviation as a sport and recreational activity at the home of the first flight, the Outer Banks of North Carolina. It is a self-supporting, non-profit corporation chartered by the Academy of Model Aeronautics (AMA) on June 27, 1989 with a charter number of 2691, and incorporated under the laws of the State of North Carolina on August 23, 2022.

Article III – Membership

A. Qualifications. Any person interested in participating in radio control aviation as a sport or recreational activity is eligible for membership. All club members are required to be current members of the AMA, except those who may be accepted in a non-flying status as an associate member as defined below. However, all members are required to comply with these bylaws, the club's flying field operational and safety rules, the AMA's *National Model Aircraft Safety Code*, and the rules established by the Federal Aviation Administration governing the use and operation of unmanned aerial systems.

B. Member Categories. There are three categories of members in the club: adult; youth, and; associate. These categories are set forth as follows:

1. Adult members are those permitted to operate a model aircraft and who are 19 years of age or older at the time an application for membership is submitted, or in the case of current members, their age at the time their membership renewal becomes due;

2. Youth members are those permitted to operate a model aircraft and who are less than 19 years of age at the time an application for membership is submitted, or in the case of current members, their age at the time their membership renewal becomes due, and;

3. Associate members are those who are not permitted to operate a model aircraft regardless of age, and whose membership is solely in support of the club and model aviation in general.

C. Dues and Fees. To offset operating expenses and maintenance costs, the club shall set forth and collect dues from its members in an amount established by a majority vote of its membership as set forth in Article V. The current schedule of dues is provided as Appendix A to these bylaws and may be updated as appropriate without the need to amend these bylaws as prescribed in Article XI.

1. Dues shall be collected for each member on an annual basis for the club's fiscal year which begins on April 1st and ends on March 31st. Dues become payable on April 1st and shall be paid on or before April 30th for members to be considered to be in good standing.

2. Members whose annual dues have not been paid on May 1st will remain on the membership register in a delinquent status for a grace period of 30 days, but shall be considered to be not in good standing. Members bringing their dues current during this grace period shall be restored to a status as being in good standing. However, any member who fails to pay their prescribed dues by May 31st shall be removed from the club membership register.

3. Dues paid by those joining the club during the fourth quarter of the year (January, February, and March) shall have those dues applied to the following year's dues, and shall be considered as a member in good standing for the fourth quarter of the current year and the entire following year.

4. Should additional funds be required for the operation of the club or for special projects, this matter will be presented to the membership for consideration as provided for in Article V.

D. Lapses in AMA Membership. Should any adult or youth member fail to maintain their membership with the AMA, their membership in the club shall automatically be reverted to that of an associate member as defined in Section B. Any such lapse will also result in the immediate suspension of all flying privileges and in club voting privileges as described in Article V. Membership status and these two privileges shall automatically be restored only once the lapse in AMA membership has been cured.

E. Member Conduct. Each club member is responsible for their own actions and are reminded that inappropriate conduct can be detrimental to its members and damage the club's reputation. All members are expected to conduct themselves in a courteous and respectful manner towards each other, and to the public when representing the club. Violations of any member conduct standards shall be addressed and resolved as set forth in Article X.

F. Liability. Each member is solely responsible for the operation of their aircraft and equipment and may be liable under the law for damages to property or injuries to persons caused by, or resulting from their use or misuse, regardless as to whether these acts occur at the club's AMA-registered flying field or at any other location.

G. Flying Field Maintenance. Maintaining the club's flying field is the responsibility of all club members. Neither the Outer Banks Gun Club nor any county agency provides services relating to the mowing of the field or maintenance of the club's structures. Accordingly, members are highly encouraged to share in the responsibility of maintaining our flying field by volunteering to assist in these activities so that it can be enjoyed by all. Information relating to our field mowing schedule and field maintenance activities may be found on the club's calendar that is provided on our website.

H. Administration. A copy of these bylaws and the club's flying field operational and safety rules shall be provided to all new members and shall also be made available on the club's website.

I. Resignation. A member of the club may resign at any time by notifying the club president or secretary through written correspondence, however dues shall not be refunded.

Article IV – Club Officers

A. Responsibilities and Authority. Elected officers shall serve as members of the club's Board of Directors and shall manage the club's affairs. The elected officers as a body have the authority to establish and administer the club's policy changes and to disburse the club's money. Actions of the elected officers shall be consistent with these bylaws, the club's AMA charter, and the club's agreement with the Dare County governing authority for use of the club's flying field. Unless otherwise provided in these bylaws, decisions of the elected officers shall be by a simple majority vote when acting as a body. Should any such vote of elected officers result in a tie, the vote of the club president shall be counted as two votes, therefore breaking the tie. Should action be required before any special meeting of the officers as a body, the president may collect votes by telephone, email, or by any other manner deemed appropriate.

B. Qualifications for Office. Only adult and youth members who are a minimum of 18 years of age and who are considered to be in good standing as defined in Sections B and C of Article III are eligible to serve in an elected club office.

C. Terms of Office. Officers shall be elected at the regular club meeting held in April of each year and shall serve for a period of one year. Officers appointed pursuant to Section E of this article shall serve until the next regular election of officers. An officer may resign at any time by giving notice to the president. Any officer who fails to perform their duties may be removed from office by a majority vote of the elected officers.

D. Compensation: Officers of the club shall not receive compensation for the performance of any duties related to their respective office.

E. Club Offices and Duties. There are four elected offices in the club. The title and responsibilities of each is provided below.

1. President. The president shall preside at all meetings of the club. The president shall also act as the official spokesperson in all matters pertaining to the club.

2. Vice President. The vice president shall assist the president as directed, and act for and on behalf of the president due to their absence at meetings, or when the president is unable to serve for an extended period of time. The vice president shall also be responsible to maintain the schedule of all club activities, including meetings and events.

3. Secretary/Treasurer. The secretary/treasurer in the role as club secretary shall record the minutes of each club meeting, be responsible for routine club correspondence, and provide membership records to the AMA annually as required to renew the club's charter. The secretary/treasurer in the role as treasurer shall collect all funds due to the club, pay all bills, keep a record of money disbursed by the club, prepare and maintain a monthly financial statement, and present a financial report at each club meeting.

4. Safety Officer. The safety officer promotes and encourages a climate of safety awareness within the club and shall oversee the club's safe flying efforts in accordance with the AMA's *National Model Aircraft Safety Code* and the club's flying field operational and safety rules. The safety officer

shall also serve as the club's communication link with the AMA in matters related to safety, and shall perform an annual examination of the club's facilities, equipment, and grounds to ensure everything is safe and in proper working order. Lastly, in the event of an accident resulting in personal injury or property damage, the safety officer shall file any required report of the incident with the clubs claims coordinator of the AMA.

F. Vacancies in Office. Should the office of president become vacant, the vice president shall assume the office of club president. The president shall appoint a club member to any other office vacancy that occurs. Those assuming office as a result of a vacancy shall serve until the end of the term for which their predecessor was elected.

Article V – Meetings and Conducting Business

A. Club Meetings. Regular meetings of the club shall be held on a specified day or date of each month and at a time and place set by the president. Unless otherwise provided in these bylaws, a simple majority vote shall be required for actions to be adopted by the club at these meetings.

B. Order of Agenda. Membership meetings shall be conducted using the order of agenda set forth in the Table 1–1, below.

Table 1–1
Call to Order
Roll Call
Welcome to New Members and Guests
Report of Club Officers
Report of Committees
Open Issues (Old Business)
New Business
Show and Tell
Adjournment

C. Quorum. At any club meeting, the presence of the club's president or vice president and at least two other adult members in good standing shall constitute a quorum. Under no circumstances shall the presence of associate or youth members be counted towards the minimum requirement for a quorum.

D. Voting. Each adult and youth club member in good standing shall be entitled to one vote on each motion made at a meeting of its members. Associate members however, shall not be permitted to cast a vote on any matter, since their role is solely in support of the club in a non-flying status. Provided a quorum is attained, a simple majority by those present and eligible to cast a vote on a motion shall be binding and constitute the action of all the members. Votes by proxy shall not be accepted.

E. Special Meetings. Special meetings of the club or its elected officers shall be held as needed on such dates and at such times and places as determined by the president.

Article VI – Record Keeping. The secretary/treasurer shall maintain AMA charter records, insurance records, and records of agreements with the Dare County governing authority. The secretary/treasurer

shall also maintain the minutes and attendance records of all club meetings and all club financial and membership records.

Article VII – Committees and Collateral Duty Coordinators

A. Committees. The club has no standing committees, however the club's president may establish *ad hoc* committees as necessary to accomplish club objectives. Any committees formed shall report their activities and progress towards their assigned objective to the club's president at membership meetings on a regular basis.

B. Collateral Duty Coordinators. The club president may appoint club members to serve as collateral duty coordinators to assist in the management of specific tasks and duties within the club. Such appointees will serve in their assigned capacity at the pleasure of the club president, and may resign at anytime. Examples include, but are not limited to, positions to manage flying field maintenance, the club's flight instruction program, the club's website, the club's social media efforts, and to act as a new member mentor. Members asked to serve in appointed positions must be club members in good standing as defined in Article III, and must be willing to serve in the capacity for which they are being considered.

Article VIII – Nominations and Election of Officers

A. Nominations. The president shall propose a slate of club officers for election at the March club meeting. Nominations may also be made from the floor at the March club meeting. Nominees must be club members in good standing as defined in Article III, and must be willing to serve in the capacity for which they have been nominated.

B. Elections. Election of officers shall be held annually at the April club meeting. Those elected shall begin their term of office at the conclusion of that meeting.

Article IX – Flying Field

A. Field Layout. Information and an image displaying the flying field with its designated areas is provided as Appendix B for informational purposes. Also displayed as part of this appendix is the signage associated with the flying field. All changes or updates made to this appendix is the responsibility of the club officers.

B. Operational Rules. The club's flying field operational rules sets forth regulations for use of the field not related to actual flight operations. Typically these rules include regulations such as field hours of operation, who is permitted to fly, the types of aircraft permitted, and the location of emergency equipment and phone numbers. Each club member is expected to follow the established operational rules at all times. Violations of any of the club's flying field operational rules shall be addressed as set forth in Article X. Establishing and updating the flying field operational rules is the responsibility of the club officers. The club's current operational rules is provided as Appendix C.

C. Safety Rules. Safety is a paramount concern of our club, as the unsafe operation of model aircraft can be dangerous to life, limb, and property. The club's flying field safety rules establishes protocols designed to mitigate the risks associated with actual flight operations. Each club member is expected to

follow the established safety rules at all times. Violations of any of the club's flying field safety rules shall be addressed as set forth in Article X. Establishing and updating the flying field safety rules is the responsibility of the club officers. The club's current safety rules is provided as Appendix D.

D. Restricted Airspace. Establishing and updating the restricted airspace at the flying field is the responsibility of the club officers. These restricted areas are outlined and shaded in red on Figure E-1 displayed in Appendix E. Flight operations in these restricted areas is strictly prohibited.

E. Opening and Closing the Flying Field. Establishing and updating procedures for opening and closing the flying field is the responsibility of the club officers. These procedures are designed to maintain a good working relationship with the Outer Banks Gun Club, and to ensure the safety of those using or visiting our flying field. The club's current procedure for doing so is provided as Appendix F.

F. Distribution. A copy of the club's flying field operational and safety rules shall be provided by the club's secretary to each new member following the receipt of a valid membership application.

G. Review Requirement. Club officers shall review the club's flying field layout, operational rules, safety rules, restricted airspace, and opening and closing procedures annually to gauge their inclusiveness and effectiveness. Care must be exercised to ensure that all rules established are consistent with the safety rules, policies, and guidelines of the AMA, and the club's agreement with the Dare County governing authority regarding the use of the club's flying field.

H. Amendments to Flying Field Appendices. The following process shall govern the procedure to change any existing appendices specified within this article. This process supersedes the need to amend the bylaws as prescribed in Article XI.

1. Any club member may propose amendments to any of the club's flying field appendices specified within this article at any time by submitting proposed changes to the safety officer. The safety officer will then: Assess the proposed amendments to ensure they are consistent with current AMA rules and guidelines; Solicit member input for the proposed amendments, and; Submit the proposed amendments to the club's board of directors with recommendations following the member input and assessment processes.

2. To enact any recommended amendments, a majority vote of the club officers shall be required for any amendment to be adopted. Should any such vote result in a tie, the vote of the club president shall be counted as two votes, therefore breaking the tie.

3. Upon adaptation of any amendments to the appendices specified in this article, the safety officer shall take the necessary action to forward these to club members and to the AMA's charter clubs program coordinator.

Article X – Enforcement of Established Rules and Flying Proficiency

A. Purpose. To set forth procedures to address and resolve instances involving the lack of flying proficiency, violations of established operational or safety protocols, and improper conduct towards another club member or to a member of the public while representing the club.

B. Justification. Safety violations and the lack of flying proficiency can be dangerous to persons and property, and violations of operational rules, or inappropriate conduct can damage the reputation of the club. None of these are acceptable and must be addressed and corrected immediately.

C. Definitions. The following terms related to this article are defined as follows:

1. The term “infraction” shall mean a violation of one or more established safety, operational, or conduct rules;

2. The terms “safety violations” or “violations of safety” shall mean failing to follow one or more of the established flying field safety rules, regardless as to whether the act was intentional or not;

3. The term “operational violations” shall mean failing to follow one or more of the established flying field operational rules, regardless as to whether the act was intentional or not;

4. The terms “inappropriate conduct” and “improper conduct” shall mean gestures, words, acts, or deeds that is unwarranted and can reasonably be interpreted to be demeaning or offensive, or those that are unlawful by statute;

5. The term “while representing the club” shall mean while on the premises of the club's designated flying field, or while attending a club sanctioned event elsewhere, and;

6. The term “lack of flying proficiency” shall mean the inability for a pilot to effectively control their aircraft while operating it in flight or on the ground.

D. Reporting Infractions or Questionable Flying Proficiency. Members who observe operational or safety violations, inappropriate conduct, or the lack of flying proficiency should make a verbal report to a club officer immediately.

E. Responsibilities of Officers. Club officers are responsible for promoting and maintaining a safe and friendly environment for their fellow members. To accomplish this, club officers should immediately address reported infractions or the lack of flying proficiency with the member who was the subject of a report. Often, a brief period of observation can be used to evaluate a member's flying skills, and informal instruction can be offered if needed. Likewise, recognizing that most infractions may be unintentional, a simple reminder may be used to prevent future violations of safety, operational, or conduct rules. Should flying proficiency or concerns over infractions warrant further action, the club president shall convene and refer the case to a formal review board as described in Section F of this article.

F. Member Review Board. The Member Review Board shall consist of the club's elected officers, and may, by a majority vote, take actions as specified in Sections G through J of this article. Should any such vote of the board result in a tie, the vote of the club president shall be counted as two votes, therefore breaking the tie.

G. Suspension of Flying Privileges. The Member Review Board may temporarily suspend the flying privileges of a member whose flight operation skills have proven to be hazardous to persons or property, due to a lack of flying proficiency. In such cases, the suspension of flying privileges will require additional instruction and observation before the suspension can be rescinded and further solo

flight permitted. However, the suspension of a member's flying privileges has no bearing on that member's club status or voting privileges as specified in Articles III and V.

H. Expulsion from the Club. The Member Review Board may expel a member from the club for the one or more of the following reasons:

1. Performing unauthorized or unsupervised solo flight at the club's flying field while flying privileges were under suspension;
2. Intentionally violating the club's flying field operational or safety rules;
3. Continuing to violate the club's flying field operational or safety rules, regardless of intent;
4. Endangering, through action or inaction, persons or property at or near the club's flying field, and/or;
5. Demonstrating inappropriate conduct while representing the club.

I. Restoration of Flying Privileges. A majority vote of the Member Review Board is required to reinstate the flying privileges of a member whose flying privileges have been suspended.

J Reinstatement of Expelled Members. A majority vote by the Member Review Board shall be required to reinstate any member who has been expelled from the club. Unless reinstatement is granted, an expelled member shall not be eligible for club membership.

Article XI – Amendments to Bylaws

A. Proposed Amendments. Any club member may propose amendments to the existing bylaws by submitting a written proposal to the club president.

B. Amendment Process. Upon receipt of proposed amendments to the bylaws, the club president shall contact the member making the proposal for discussion and further action. The club president will then take the necessary steps to notify the membership of the proposed amendments, and ensure that it is scheduled as “New Business” at the next membership meeting. The member making any proposals should plan to attend the club meeting in which the proposal will be discussed to answer any questions raised by other members during the discussion process. The member making any proposed amendments may then modify, withdraw, or make a motion to accept the proposed amendments. Any amendment of the club's bylaws shall require a vote by the membership as prescribed in Article V. Upon adaptation of any amendments to the bylaws, the club president will take the necessary action to ensure that an updated copy of the club's bylaws is made available to all club members.

C. Administrative Corrections. Non-substantive corrections to errors in spelling, grammar, punctuation, or numbering may be made to these bylaws by club officers, as required, without the need to amend them through the process described in the previous section of this article.

Article XII – Reimbursement of Expenses. The reimbursement of expenses incurred by officers or members is authorized, and may be accomplished by submitting a legible receipt to the treasurer.

Normally these expenses will be for the purchase of gasoline for the lawn mower or other small supplies with a cost of no more than \$100. Should the need arise for the purchase of an item with a cost greater than \$100, permission from the club president is required prior to any such purchase.

Article XIII – Communications and Marketing

A. Communications. Club information shall be made available to its members by e-mail. Club officers will make every reasonable effort to keep members informed and aware of club events, annual elections, proposed and adopted amendments or revisions to these bylaws, and changes to the club's flying field operational and safety rules.

B. Website. The club maintains a website which provides e-mail addresses for each club officer, a club events calendar, photographs of club activities, maps with driving directions to our meeting location and flying field, and other useful information. Members are encouraged to visit it regularly and to use its calendar to keep informed of upcoming events.

C. Social Media. The club currently maintains a social media presence with a Facebook page and may establish other accounts to utilize additional social media platforms in the future. Their use serves as a vehicle for the club to market itself within our local community and to keep our members informed. Members are highly encouraged to follow our social media efforts and participate in posting articles, comments, remarks, photographs, and appropriate links to radio control airplane projects, sales, and special events. As our social media efforts are for public viewing, members should always exercise good judgment in what they post.

D. Club Logos and Taglines. The club may establish taglines and graphic logos for use in marketing materials, official letterhead, signage, club clothing, and on its website and social media platforms. Such items shall not be used for any purpose not related to the club or its activities.

Article XIV – Club Dissolution. The decision to dissolve the club requires a two-thirds majority vote by its members per the guidance to conduct club business as described in Article V. However, prior to dissolution, all debts and financial obligations of the club shall be paid or otherwise satisfied. Funds remaining in the club treasury after the satisfaction of all club debts and financial obligations have been paid shall be disposed of as prescribed in Article XV.

Article XV – Distribution of Assets Upon Dissolution. Upon dissolution, the Board of Directors shall, after paying or making provision for the payment of all of the liabilities of the club, dispose of all remaining assets to organizations operated exclusively for religious, charitable, educational, scientific, or literary purposes as specified under Section 501(c)(3) of the Federal Tax Code, or to federal, state, or local governments to be used exclusively for public purposes. Any assets not disposed in this manner shall be disposed of by the Superior Court of the county in which the principal office of the club is then located, exclusively for such purposes or to such organizations as the court shall determine.

Article XVI – Certification and Effective Date. These bylaws have been approved this 2nd day of March, 2023 and are effective immediately.

SCHEDULE OF MEMBERSHIP DUES

Category	Description	Amount
Adult	A member, 19 years of age or older whose required AMA membership dues are current and who are permitted by the club to operate a model aircraft.	\$60
Youth	A member, less than 19 years of age whose required AMA membership dues are current and who are permitted by the club to operate a model aircraft.	\$30
Associate	A member, regardless of age who do not pay AMA membership dues and whose role in the club is in a non-flying support status.	\$10
Family	A group consisting of no more than two adult members and an unlimited number of youth or associate members, related by marriage, parentage, or who reside in the same household.	\$70

This schedule was approved by the club membership as prescribed this 2nd day of March, 2023.

FLYING FIELD LAYOUT AND SIGNAGE

An image illustrating the club's flying field layout is displayed in Figure B-1, followed by a brief description of the indicated areas.



Figure B-1

Field Access. The opening in the treeline between the gun club skeet range and the flying field. Signage provided on a post at the entrance (Figure B-2) warns those entering the field to stop and watch for aircraft. A second sign on the post (Figure B-3) provides information on how to transit the field to the designated parking area.

Flight Line. The line formed by the two flight stations, running north to south and extended to the boundaries of the flying field.

Flight Stations. Two sections of white plastic fence in front of the Pit Area from which pilots fly their aircraft. Signage attached to the fencing (Figure B-4) warns of danger and advises to watch for moving aircraft due to the presence of an active runway beyond the fence.

Parking Area. The area on the western perimeter of the field in which members and guests may park their vehicles.

Pit Area. The area between the work tables and the flight line used to fuel and test aircraft motors and engines, and to perform a pre-flight check of the aircraft.

Runway. The grass area east and directly in front of the flight line and taxi area is the active runway.

Spectator Area. The area between the parking area and the work tables in which those not actively involved in flight operations or flight-support efforts must remain to observe activities at the field.

Storage Shed. The structure located near the western perimeter of the field that is used to store maintenance, operational, and safety equipment. Four signs are attached to the structure. These signs provide the field's address and emergency phone numbers (Figure B-5), the field's GPS coordinates and the elevation (Figure B-6), the location of the fire extinguisher (Figure B-7), and the location of first aid supplies (Figure B-8).

Taxi Area. The path from the flight line to the active runway.

Work Tables. Fixed wooden tables used to provide a surface to prepare model aircraft for flight. Signage suspended from the table frame advise that beyond this point, the area is restricted to pilots only (Figure B-9).



Figure B-2



Figure B-3



Figure B-4



Figure B-5

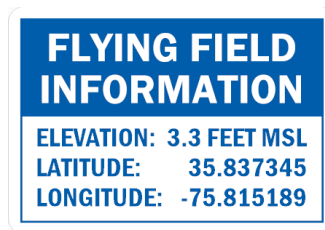


Figure B-6



Figure B-7



Figure B-8



Figure B-9

This document has been reviewed and approved by the club officers this 2nd day of March, 2023.

FLYING FIELD OPERATIONAL RULES

<p>Flying Field Use: Field use is limited to current club members and their guests. Members of other AMA-chartered clubs may use the field when invited and accompanied by a current club member, along with proof of valid Academy of Model Aeronautics (AMA) membership.</p>
<p>Hours of Operation: Flying field hours of operation are from 9:00AM to 5:00PM, unless further limited by Outer Banks Gun Club operations.</p>
<p>Field Access and Parking: When entering the field be watchful and yield to any aircraft observed. Proceed along the perimeter of the field and park only in the designated area on the western perimeter.</p>
<p>Documents Required: Pilots must have in their possession, a valid AMA membership card, a valid Federal Aviation Administration (FAA) small UAS certificate of registration, and a valid FAA recreational UAS safety test (TRUST) completion card. These documents must be presented for examination if requested by a club officer.</p>
<p>Safe Operation of Aircraft: All pilots must comply with the AMA's <i>National Model Aircraft Safety Code</i>, our club's flying field operational and safety rules, and all existing FAA regulations.</p>
<p>Safety Equipment: A commercial grade ABC-type fire extinguisher and a first aid kit is available in the club storage shed, adjacent to the spectator area.</p>
<p>Emergency Phone Numbers: Phone numbers to contact the gun club office and emergency response services are provided on signage located on the club's storage shed. This sign also provides the property's physical address and the field's GPS coordinates to assist emergency service responders.</p>
<p>Aircraft Marking: All aircraft must be marked with the owner's FAA UAS operator registration number on an outer surface of the aircraft.</p>
<p>Aircraft Permitted: The flying field is suitable for radio control, control-line, and free-flight aircraft operations. Only aircraft with a weight under 55 pounds and a speed under 100 miles per hour are permitted as the field is not satisfactory for impulse jet, gas turbines, or extremely large-scale aircraft.</p>
<p>Radio Frequency Control: Radio systems operating on the 2.4GHz band are preferred. Those not using 2.4GHz broad spectrum systems must inform the safety officer of the frequency they intend to use, and must check with all other fliers at the field prior to powering-on any transmitters or receivers to ensure that not more than one pilot is operating on the same frequency at the same time.</p>
<p>Noise Abatement: Internal combustion engines with a displacement of 0.10 cubic inches or greater must be equipped with an effective muffler.</p>
<p>Restrictions: The use of alcoholic beverages, drugs, and pyrotechnic devices are strictly prohibited.</p>
<p>Guests and Spectators: Members are responsible for the conduct of their family, friends, and guests. Parents are responsible for the conduct of children who are under the age of 18, and must provide direct supervision at all times. Spectators must remain in the designated parking and spectator area, and are only be permitted beyond the work tables when accompanied by a club member.</p>
<p>Pets: Pets must remain in the spectator or parking area and are not permitted to run free at anytime.</p>
<p>Trash: All trash generated must be removed and disposed in the gun club dumpster or offsite.</p>

This document has been reviewed and approved by the club officers this 2nd day of March, 2023.

FLYING FIELD SAFETY RULES

There shall be no flying while the airstrip is being mowed.
Storage shed doors shall be opened prior to flight operations to allow unhindered access to the fire extinguisher and first aid supplies.
Flight equipment must be inspected and radio checked before the initial flight each day.
Control surfaces must be inspected for correct surface movement prior to each flight.
Flight operations are allowed only from designated flight stations.
Flying over the gun club is prohibited (See Appendix E).
Takeoffs, landings, and flying over the parking and spectator areas is prohibited (See Appendix E).
On Sundays and Wednesdays, flying low or walking north of the access road is prohibited since the youth skeet range is in operation and this area is a projectile impact zone (See Appendix E).
No more than three (3) persons are permitted at each flight station while flying.
Pilots and crew must remain behind the fence of their flight station.
Pilots and crew members must be free of the influence of alcohol and drugs.
Caution shall be exercised when starting engines and taxing out of flight stations for takeoff.
Takeoffs and landings should be made in the upwind direction.
Hand launching is permitted only from the airstrip.
Engine restarts are not permitted on the runway.
Pilots shall notify all others prior to takeoff, landing, or prior to stepping onto the runway to launch or recover aircraft.
Pilots will notify all others in the case of a dead stick or emergency situation.
Pilots must wait until the airstrip and pattern is clear before proceeding onto the runway.
Pilots must promptly clear the airstrip once the model is launched or recovered.
During a dead stick or an emergency condition, all persons should take immediate action to observe the situation and be prepared to take necessary action to avoid injury to themselves or others.
A landing aircraft has the right of way over any aircraft taking off.
A “dead stick” aircraft has the right of way over all others.
No more than four (4) models are permitted in the air at once under normal circumstances.
Low altitude high speed passes and all aerobatics may only be made over the airstrip at a minimum altitude of ten (10) feet and a minimum distance of thirty (30) feet east of the flight stations.
Aggressive maneuvers toward or at the flying stations, pit areas, or spectator areas are prohibited.
Transmitters not utilizing 2.4GHz must display frequency identification flags during large events.
The use of a spotter is required for all First-Person-View (FPV) flight operations.

This document has been reviewed and approved by the club officers this 2nd day of March, 2023.

FLYING FIELD RESTRICTED AIRSPACE

Flight operations over the gun club and over the flying field's parking and spectator areas is strictly prohibited. The flying site area, including the Outer Banks Gun Club complex and the club's flying field, is illustrated below in Figure E-1, with these restricted areas outlined and shaded in red.

In addition, on Sundays and Wednesdays, flying low or walking north of the access road is prohibited since the youth skeet range is in operation and this area is a projectile impact zone. This area is outlined and shaded in yellow in Figure E-1, below.

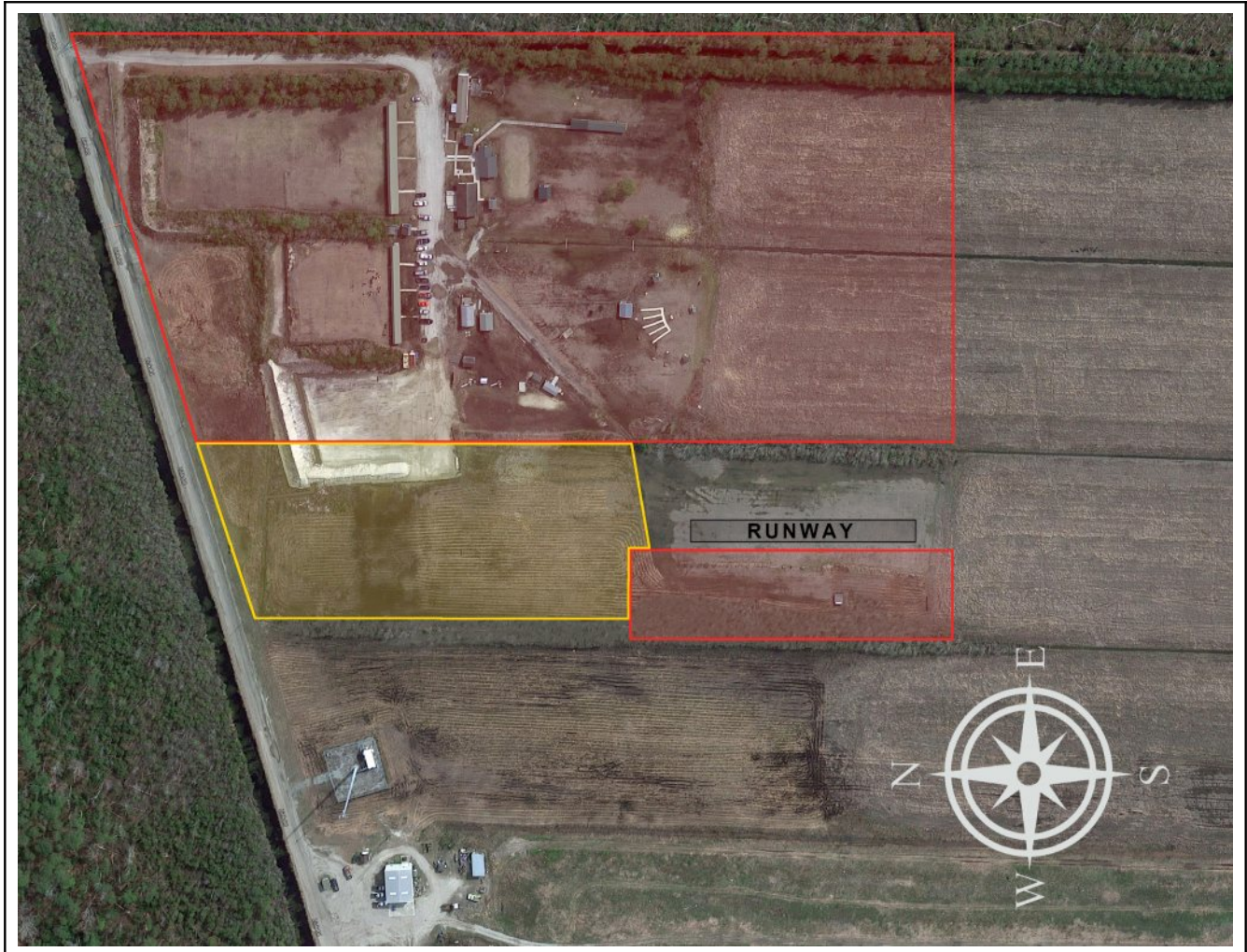


Figure E-1

This document has been reviewed and approved by the club officers this 2nd day of March, 2023.

FLYING FIELD OPENING AND CLOSING PROCEDURES

To maintain a good working relationship with the Outer Banks Gun Club and to ensure safety, the following procedures have been established and shall be followed whenever a member goes onto the field for any reason, regardless whether it is to fly, mow the grass, perform maintenance, or any other activity.

Upon Arrival: The first member to arrive is responsible for opening the flying field. To determine whether you are the first member to arrive, look towards the field access while near the gun club office and observe whether the red field safety flag has been raised. If it is visible and in a raised position, another member has already arrived and you may proceed directly to the field. If the flag has not been raised or you cannot see it for whatever reason, you must assume you are the first member to arrive and must perform the actions listed in Table F-1, below.

Table F-1
Stop at the gun club office and notify the attendant that you will be using the field;
Drive to the field access area and raise the red safety flag;
Remove the chain that blocks entrance to the field and lay it aside;
Drive along the perimeter of the field to the western side and park in the designated parking area;
Unlock and open the doors to the club's storage shed;
If flying, remove the "Restricted Area" signs from the shed and attach them to the work tables, and;
If flying, remove the pilot station fencing from the brackets located on the storage shed, and place the fencing into the tubes, located in the ground, at the pilot station area.

Upon Departure: The last member to depart is responsible for closing the flying field. Should a number of members be departing the field at the same time at the conclusion of activities, the required steps for closing the field may be divided among those members by mutual agreement. The required actions to close the flying field are listed in Table F-2, below.

Table F-2
Remove the pilot station fencing and hang them on the brackets located on the storage shed;
Remove the "Restricted Area" signs from the work tables and place them in the storage shed;
Close and lock the club's storage shed;
Ensure all trash has been removed;
Drive to the field access and place the chain that blocks the entrance back in place;
Lower the the red safety flag at the field access, and;
Stop at the gun club office to notify the attendant that no one is remaining at the flying field.

This document has been reviewed and approved by the club officers this 2nd day of March, 2023.