

LUFBERY AERODROME

CEDAR CREEK PARK 2019

TED EVANGELATOS - CHIEF FIELD CONTROLLER

For a current list of Controllers/Examiners please go to the Park Office

A reminder of some of the basic rules

- **COMMON SENSE, COURTESY and a CIVIL TONGUE** will ensure that all of us will have a good time at the field. I cannot allow Controllers or Examiners to be verbally abused by anyone. If it happens, I will recommend that your permit be suspended for a period of time. In the same breath, Controllers and Examiners do not have the right to verbally abuse anyone at the field either.
- All transmitters must have your name on them. AM/FM radios must have frequency flags and numbers as per AMA regulations.
- **YOUR MODEL AIRCRAFT MUST BE LABELED with your name, address, phone number and AMA number. Additionally, your FAA Small UAS registration number must be featured on the EXTERIOR of the aircraft.**
- Having a Senior Pilot card does not transform you into an instructor. Know your limitations.
- **OBSERVE THE FIELD BOUNDARIES.** IF A CONTROLLER OR AN EXAMINER INFORMS YOU THAT YOU ARE FLYING OUT OF BOUNDS, DON'T FLY OFF THE HANDLE AND START AN ARGUMENT. WHEN YOU LAND DISCUSS THE PROBLEM WITH HIM. ALWAYS REFER TO THE FIRST PARAGRAPH.
- NO HIGH OR LOW SPEED PASSES ARE ALLOWED OVER THE RUNWAY. All flying, including 3-d maneuvers must be kept on the other side of the cones.
- **DO NOT TAXI YOUR PLANES TO AND FROM THE RUNWAY.** Large airplanes should be held while going to and returning from the runway.
- If there are 4 or 5 flyers on the flight line, try not to do any Touch And Go's. When you do this maneuver you should actually land and take off again PAST the takeoff point (2nd yellow line.)
- Please inspect and range-check your planes before each flying session.
- All Instruction of novice flyers must be done using a Buddy-Box.

****NO DRONE FLYING IS PERMITTED****

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COUNTY OF NASSAU DEPARTMENT OF RECREATION & PARKS / EISENHOWER PARK EAST MEADOW, N.Y. 11554
Rules And Regulations for the Radio Control Aerodrome located at Cedar Creek Park

The following rules and regulations have been written to provide a safe and pleasant area for the flying of radio controlled model aircraft. Direct enforcement of the rules and regulations is the responsibility of volunteer Flight Examiners and Field Controllers who have been deemed qualified for these functions by the Cedar Creek Park Director. The Chief Field Controller shall recommend names for these positions to the Park Director as required.

Persons violating these rules or refusing to follow the directions of Field Controllers or Flight Examiners are subject to loss of their flying privileges and/or flight Examiner or Field Controller status.

Any permit holder may file a complaint in writing, addressed to the office of the Cedar Creek Park Director, for any observed infraction of the rules and regulations. The Park Director will take whatever action is considered appropriate. Please remember that these are Field rules, not Controller / Examiner rules. It is everyone's responsibility to follow and enforce them! It is not the duty of the Controllers or Examiners to discipline violators, but to remind them of the rules when violated. Frequent, flagrant and deliberate violators should be brought to the attention of the Chief Field Controller so that corrective action may be taken.

Please keep a copy of these rules and regulations with your flying gear for ready reference.

REQUIREMENTS FOR FLYING PERMIT

1. A valid Leisure Pass for Nassau County residents.
2. A valid Academy of Model Aeronautics (AMA) license for the current calendar year.
3. A Senior permit holder not having renewed their permit the previous year will receive a Novice Permit at the time of renewal.
4. Guests of Senior permit holders will be granted a **One-Day Guest Pass** provided that they are in possession of a current AMA license and that they are registered with the Administration Office. The guests shall be considered Novice flyers and shall be supervised by the sponsoring Senior permit holder at all times.
5. Nassau County residents will be charged a fee of \$20.00. The fee for a non-county resident is \$40.00. Fees are subject to change.
6. Permits are valid from January 1st to December 31st. Permits are being issued starting on or about the first week of January.

GENERAL AERODROME RULES

1. **No flying is permitted without a Field Controller or Flight Examiner present. Flying alone is strictly prohibited.**
2. All Field Controllers and Flight Examiners present at the field pit area must place their red colored clothes pin on the sun shade and participate in managing the field. The Field Controller or Flight Examiner in-charge will be determined by the left most pin on the sun shade and will be responsible for filing incident reports if required.
3. **Only permit holders are allowed in the pit area and are required to prominently display their permits on their person at all times.**
4. The Aerodrome is open seven days a week, year round, from 7:30 AM to 30 minutes before dusk. Only helicopter operation is allowed from 7:30am till 10:00am.
5. All vehicles must park in designated parking areas and must be located on the downwind side of the impound area at all times.
6. All persons, aircraft and equipment must be located on the downwind side of the transmitter impound area.
7. All flyers are responsible for proper disposal of their trash.
8. All aircraft must be radio controlled and self-powered using two cycle or four cycle engines or electric motors.
9. No gasoline-powered engine may be started unless a certified fire extinguisher is available for immediate use.
10. All gasoline-powered aircraft must have an optical ignition kill switch, programmed to kill the engine in the event of radio link loss.
11. Smoking in the pit area is prohibited.
12. All AM/FM radio flyers must utilize a frequency pin, a clip type wooden clothes pin on which the flyer's name and frequency channel (only one channel per pin) are printed. Each flyer is limited to one frequency pin at a time. Upon arrival at the field each flyer shall place the transmitter on the impound table and the frequency pin on the appropriate sunshade frequency spot. Transmitters will only be removed from the impound table when the flyer's frequency pin is in the flight position, i.e. the left-most position.
13. **All transmitters MUST have the Flyer's name and telephone number on them.**
14. No AM/FM radio will be turned on unless the frequency pin is in the flying position on the transmitter impound sun. Frequency pin time in the flight position is limited to a maximum of fifteen minutes. Only the owner of the frequency pin may move or authorize the movement of the pin in or out of the flight position on the sunshade.
15. Appropriate AMA channel indicators must be displayed on all AM/FM transmitters or antennas.
16. The 2.4 MHz transmitters (Spread-Spectrum technology) are excluded from the impound and channel pin radio rules #12-15
17. Extended engine runs, tuning or adjusting may only take place in an area designated by the flight examiner or field controller in charge.
18. Flying by Novice airplane permit holders is only permitted utilizing the "Buddy-Box" box system under the direct supervision of a Senior flyer who must stand with and supervise the novice flyer at all times. Flying by Novice helicopter permit holders is only permitted during the 7:30am to 10:00am time period and must be under the direct supervision of a Senior helicopter pilot.
19. Senior permit holders may instruct Novice flyers only after acquiring sufficient experience, skills and confidence. One year minimum experience as a Senior pilot is recommended. No less than two Flight Examiners may order a Senior permit holder not to instruct novice flyers if they determine additional experience, skills and confidence are required. The Flight Examiners shall notify the Chief Field Controller of the name and permit number of any Senior permit holder ordered not to instruct.
20. **It is the responsibility of all permit holders to ensure that no spectators are allowed in the pit or flying areas.**
21. A radio ground range check shall be performed before the first flight of the day.
22. All flyers using 6-meter frequencies must have a copy of their FCC licenses on file with their applications.

23. With reference to the AMA Intro-pilot flight program, Trainee's under the Intro-pilot program will be granted permission to fly under AMA rules for a period not to exceed 3 days within the 60 day AMA window. The Intro-Pilot log book must be maintained and be presented to the Head Field Controller prior to flying. Intro Pilots must contact the Head Controller to inform him that they will have a Trainee session. If the Intro -Pilot does not have the proper paperwork/logbook, then trainees cannot fly.
24. Turbine aircraft can perform a startup only in the engine break-in area provided the permit holder has a valid AMA turbine waiver in his possession and that the waiver is on file at Cedar Creek office. If both are satisfied then the permit holder may perform an engine startup. No turbine aircraft may be started/ taxied in the pit area.

AIRCRAFT FLIGHT RULES

1. The order of flight and AM/FM radio turn-on will be established by the position of frequency pins on the transmitter impound sunshade. The left-most pin is in the flying position.
2. **All AMA Safety Code rules shall be followed.**
3. The maximum number of aircraft allowed in the air at any one time is five (5), one of which may be a helicopter flown by a Senior helicopter permit holder.
4. All aircraft set-up shall be performed in the designated pit area. All flying shall be performed from designated pilot stations adjacent to the active runway. Helicopter flying will be from the designated pilot station closest to the Takeoff point on the active runway.
5. **All flying shall take place only within the airspace designated by the field marker poles.**
6. After takeoff, the initial turn is to be away from the designated pilot stations, pit area, spectator area and parking area.
7. No low attitude, high-speed flying or low level aerobatics is allowed any closer than approximately 50 feet from the far edge of the active runway. **Low level, high speed flying or aerobatics over the active runway or toward the pit area is strictly prohibited and will be cause for immediate loss of flying privileges.**
8. An imaginary Flight Safety Line, parallel to the active runway, passing through the designated pilot stations, and extending approximately 200 feet beyond both ends of the active runway shall be established. **No aircraft shall cross behind this line after a takeoff maneuver or when setting up for a landing approach.**
9. All takeoffs and landings will be into the wind and from the area and active runway designated by the Field Controller or Flight Examiner in charge. Landing aircraft shall have runway priority at all times.
10. No aircraft taking off shall lift off the runway until it has passed the Takeoff Point, which is the painted perpendicular line on the runway centerline on the upwind side of the transmitter impound area. Helicopters will be placed on the active runway at the Takeoff Point.
11. For any hand-launched aircraft, launching will take place at the Takeoff Point on the upwind side of the radio impound area. Landing on the grass in front of the Flight Line shall only be permitted past the Takeoff Point.
12. No aircraft shall take off if there is any person, plane, vehicle, animal or other object on the upwind side of the transmitter impound area or on, or anywhere closer than the pilot line to, any portion of the active runway.
13. No aircraft, with its engine running, shall taxi off the active runway and toward the pit area or toward any person.
14. No aircraft, under pilot control, shall be flown over or behind the pit area at any time or for any reason.
15. Everyone shall clearly announce when they will be placing a plane on, or retrieving from, the runway by calling out "On-The-Runway".
16. Each individual is responsible for ensuring no aircraft is in a landing pattern or on a landing approach before going near, on or across the active runway. Landing aircraft shall have runway priority at all times.
17. Flyers shall clearly announce their intention to land by calling out "Landing".
18. Touch-and-Go maneuvers may be performed only if:
 - a) The maneuver is clearly announced by calling out "Touch-and-Go" each time performed
 - b) The runway is clear
 - c) Priority is given to pilots ready to takeoff or land
19. The Field Controller or Flight Examiner in-charge may ask all flyers to temporarily stop performing this maneuver. If field conditions warrant use of a safety spotter is strongly recommended.
20. The Field Controller or Flight Examiner in-charge shall determine when to change the active runway, or the active runway takeoff direction, to accommodate a wind shift. All pilots in the pit area shall be notified not to take-off before the change is made. All pilots with adjacent aircraft shall remain at the existing pilot stations and shall be directed to land immediately. No one may begin moving to the other runway, or to the other end of the existing active runway, until all airborne planes have landed. No one may takeoff from the new active runway, or the other end of the existing active runway, until all persons, vehicles, planes, equipment, etc. have moved to the new pit and parking areas and the Flight Examiner or Field Controller in-charge allows takeoffs to begin.
21. When an aircraft lands, the transmitter shall remain ON until the engine is stopped and the receiver switch is turned off. 21. When helicopter flight examinations are being conducted, all other flying operations will be halted for the duration of the examination. Commencement of normal flying operations will be directed by the Flight Examiner giving the examination.
22. No dog fighting or combat flying is allowed. No one is allowed to intentionally try to hit another aircraft. Violating this rule will result in immediate loss of flying privileges.

AIRCRAFT REQUIREMENTS

1. All aircraft engines over .15 cubic inch displacement must be equipped with an effective and approved muffler.
2. A spinner or propeller nut that meets or exceeds AMA safety nut requirements is mandatory.
3. Untested aircraft must be thoroughly inspected before the first flight. A Senior permit holder is responsible for inspecting such aircraft.
4. Any Flight Examiner or Field Controller may ground any aircraft they consider to be unsafe to fly.
5. **All aircraft must be labeled with the owner's name, address, telephone number and AMA number affixed for identification according to AMA regulations, as well as the owner's FAA registration number on the EXTERIOR of the aircraft.**

ORAL TEST

1. The Flight Examiner will administer a five (5) question oral exam to an applicant for a Senior Permit before the flight test is given. Applicants must answer all five (5) questions correctly or the flight test will not be given that day. Questions will be based on these rules and regulations.

FLIGHT TEST

1. Flight tests are given by Flight Examiners who have been recommended by the Cedar Creek Park Chief Field Controller, are approved by the Cedar Creek Park Director and are identified by an Examiner's card. A list of Examiners approved for giving flight examinations at Cedar Creek Park Aerodrome is available at the Administration Office.
2. A Novice flyer must perform the following maneuver demonstrating safe flight throughout the test, to the satisfaction of two Flight Examiners in order to obtain a Senior flying permit. The test consists of the following:
 - a) Takeoff from the runway
 - b) Flight through left traffic pattern
 - c) Flight through right traffic pattern
 - d) Figure eight (8) parallel to the runway
 - e) Figure eight (8) perpendicular to the runway
 - f) Landing on the runway
3. **Park Flyer vs. Senior pilot permits:** The aircraft size/type flown by a Novice flyer during the flight tests will determine the type of permit they will receive upon successful completion of said tests. Flying of Park Flyer airplanes will result in a Park Flyer permit, while flying a larger aircraft will qualify the pilot for a Senior permit.
4. Park Flyer permit holders can upgrade to a Senior permit by re-taking the two flight tests using a non-Park Flyer aircraft
5. **AMA Park Flyer definition:** *Park Flyer models will weigh two pounds or less and be incapable of reaching speeds greater than 60 mph. They must be electric or rubber powered, or of any similar quiet means of propulsion. Models should be remotely controlled or flown with a control line, remain within the pilot's line of sight at all times, and always be flown safely by the operator.*
6. No less than two Flight Examiners may request the re-examination of a Senior permit holder and/or request that a Senior permit holder is returned to Novice permit status. The requests shall be in writing and shall state the reasons for the requests. The Chief Field Controller cannot be one of the Examiners making the request. The requests shall be discussed and voted upon by a committee consisting of the Chief Field Controller and all Examiners. To maintain field harmony, the names of the Examiners making the re-examination request shall be kept confidential, available only to the Cedar Creek Park Director who may choose if, when, and to whom to reveal them, as she/he deems appropriate.
7. The flight test will be administered by TWO Examiners simultaneously; one Examiner standing next to the pilot with the second one observing from another position. At the end of the test the two Examiners will confer and determine whether the pilot passed, failed or must repeat the test (could be done later on the same day.)
8. If there is only one Examiner available at the time of the test, the pilot will need to take a second test at a later time or on another day with another Examiner, within 90 days from the first test.
9. In the event that a second test is needed as stated above but it is not taken within the 90-day time frame, the Novice pilot will have to repeat the whole process anew.
10. In cases of experienced pilots migrating to Cedar Creek from other airfields, an Examiner may administer the test without the need of a second Examiner to co-sign the form. The comment "Experienced pilot" will be entered on the form instead of a 2nd Examiner signature.
11. The Flight Examiner(s) conducting the flight test cannot be the same person(s) as the Instructor who trained the Novice pilot.

HELICOPTER FLIGHT RULES - GENERAL

1. All existing Cedar Creek Park Aerodrome Rules and Regulations shall apply.
2. All AMA Safety Rules regarding helicopters shall apply.
3. Novice helicopter pilots can only fly in the AM from 07:30-10:00.
4. Senior helicopter pilots can fly after 10:00am but must fly the pattern.

HELICOPTER FLIGHT RULES - PAST 10:00AM

1. The same as AIRCRAFT FLIGHT RULES.
2. No hovering is allowed except to take off and land
3. Only one helicopter flying at any given time.

HELICOPTER FLIGHT RULES - 7:30AM to 10:00AM

1. Six (6) helipads (H1, H2, H3, H4, H5 & H6) shall be located as per the field diagram. •
2. Helipad H4, not Helipad H3, must be used when cars are parked adjacent to Runway 2. Helipad H3/H4 may not be used at the same time.
3. Helicopters must stay within a distance from their Helipad, determined by the Controller in charge, so as to provide a safety margin to adjacent flyers.
4. Helicopters must be flown either from the helipads for hovering or from the designated pilot stations of the active runway for forward flight, but not from both locations at the same time. No other Aerodrome areas may be used for helicopter flying.
5. No helicopter may be flown, or have rotating blades, in the pit area.
6. No helicopter may be flown from the pit area to the helipad or runway or from the helipad or runway to the pit area. All helicopters must be hand-carried between these locations.
7. Only hovering and close in maneuvers may be performed at the helipads.
8. Helicopter forward flight maneuvers shall be performed following the Aerodrome Rules and Regulations for fixed wing aircraft, except that more than one (maximum of five) Helicopters will be allowed to fly at a time.

HELICOPTER FLIGHT TEST

1. Helicopter flight tests will be given by two Helicopter Flight Examiners. The oral and flight test requirements are the same as those for the fixed wing aircraft test.
2. The Park Department will issue a separate helicopter Senior flying permit, which will be specially marked for helicopter flight only. This helicopter Senior flying permit must be worn when flying a helicopter and may not be used to fly fixed wing aircraft.

FIELD CONTROLLER RESPONSIBILITIES

1. To control and supervise the air and ground operations of the field.
2. To see that the rules and regulations of the field are adhered to.
3. To ground aircraft considered to be not flight worthy.

FIELD CONTROLLER QUALIFICATIONS

1. Must be a Senior pilot with at least two years flying experience.
2. Must have a clear knowledge of the rules and regulations.

FLIGHT EXAMINER RESPONSIBILITIES

1. To conduct oral and flight examinations to upgrade flyers.
2. To request re-examination of current Senior cardholders who do not meet flying standards.
3. Same as Field Controller responsibilities.

FLIGHT EXAMINER QUALIFICATIONS

1. Must be a Senior flyer with at least 5 years flying experience.
2. Must have a clear knowledge of all the rules and regulations.
3. Must have an above average knowledge of the construction of model aircraft.
4. Must have an above average knowledge of radio control equipment.
5. Must have a well above average flying skill level.

