

THE FLYING KNIGHTS of  
HAMBURG, NEW YORK Inc.

NEWS LETTER

Feb. 9, 1973

Next Meeting - February 16, 1973                      8:30 p.m. Boston Public Library

ON THE AGENDA - Club rules revisions - if deemed necessary.  
Use of club F.C.C. License  
Film - "The Sky Below Me and the Crowd Above"

\*\*\* There is still some fuel available from Bill Eberhardt.\*\*\*

Please fill in lower portion and bring to meeting or send to  
Norm Mathien, 64 Randall Terrace, Hamburg, New York 14075. The  
information will be used for public relations work only and will  
not be used for soliciting purposes.



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NAME \_\_\_\_\_  
STREET \_\_\_\_\_  
CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE \_\_\_\_\_ AGE \_\_\_\_\_  
OCCUPATION \_\_\_\_\_  
PLACE OF EMPLOYMENT \_\_\_\_\_  
OTHER HOBBIES \_\_\_\_\_

# MODEL AIRCRAFT OPERATING STANDARDS

This advisory circular outlines safety standards for operators of model aircraft, and encourages voluntary compliance with these standards.

## 2. BACKGROUND

Attention has been drawn to the increase in model aircraft operations, and the need for added caution in the case of free-flight and radio-controlled types to avoid creating a noise nuisance or a potential hazard to full-scale aircraft and persons and property on the surface.

## 3. OPERATING STANDARDS

Modelers, generally, are concerned about safety and do exercise good judgment when flying model aircraft. However, in the interest of avoiding undue criticism from affected communities and airspace users, compliance with the following standards is encouraged by operators of radio-controlled and free-flight models.

- a. Exercise vigilance for full-scale aircraft (get other people to help if possible) so as not to create a collision hazard.
- b. Select an operating site at a sufficient distance from populated areas to avoid creating a noise problem or a potential hazard.
- c. Do not fly higher than 400 feet above the surface.
- d. Do not operate closer than three miles from the boundary of an airport unless permitted to do so by the appropriate air traffic control facility in the case of an airport for which a control zone has been designated, or by the airport manager in the case of other airports.
- e. Do not hesitate to ask for assistance in complying with these guidelines at the airport traffic control tower, or air route traffic control center nearest the site of the proposed operations.



William M. Flener  
Special Representative