

I have compiled rules, laws, and guidelines that we are “exposed” to flying model airplanes at Waymer. I say exposed since many are not law or even rule and many are commonly ignored. I have added bolding and comments. Please note that these are ever changing and that the FAA and other groups are continually trying to change the Special Rule for Model Aircraft Section 336 to impose additional regulation on recreational sUAS (small unmanned aerial systems/ model aircraft). Many of the requirements, including federal, can be found at the AMA website.

From the FAA, these can be **considered law** and they are available at;

https://www.faa.gov/uas/getting_started/model_aircraft/

To fly under the Special Rule for Model Aircraft you must:

- Fly for **hobby or recreation ONLY**
- **Register** your model aircraft (**this means registering yourself** with the FAA)
- Fly within visual line-of-sight (**This has been interpreted in multiple ways. One way is that FPV flying does not fall under the Special Rule at all and will require part 107 certification, and the type (1) Remote ID, another interpretation is you must have spotters if flying FPV**)
- **Follow community-based safety guidelines** and fly within the programming of a nationwide community-based organization (As of late 2024- [Academy of Model Aeronautics](#), [First Person View Freedom Coalition](#), [Flite Test Community Association](#), [STEM+C Inc.](#))
- Fly a drone under 55 lbs. unless certified by a community-based organization
- **Never fly near other aircraft**
- Notify the airport and air traffic control tower prior to flying within 5 miles of an airport* (**we have a standing agreement with Bradford airfield**)
- Never fly near emergency response efforts

For more information about what you can do with a model aircraft, please read [FAA Advisory Circular 91-57A](#) (PDF) or read the [Interpretation of the Special Rule for Model Aircraft](#) (PDF).

The FAA requires all drone pilots to log into [B4Ufly](#) to determine if you can fly each time you fly. There are, as of this writing, four approved applications to determine if you can fly. These sites show permanent and temporary restrictions that may prohibit or restrict your flying. An example of a permanent restriction may be being close to an airport or military installation. A temporary restriction example is Presidential movement.

At [Recreational Flyers & Modeler Community-Based Organizations | Federal Aviation Administration \(faa.gov\)](#) it says recreational flyers must take The Recreational UAS Safety Test (TRUST) and carry proof of test passage when flying.

Note: At [Remote ID for FAA-Recognized Identification Areas \(FRIAs\) | Federal Aviation Administration](#), there is the following concerning remote identification. We, FAPA, have registered Waymer through the AMA as a FRIA site.

Drones (all model aircraft are considered drones) under 250g do not have to be registered or carry a Remote ID beacon when flown recreationally. They have to comply with all other rules such as B4Ufly and TRUST.

There are three ways drone pilots will be able to meet the identification requirements of the remote ID rule:

1. [Operate a Standard Remote ID Drone](#) (PDF) that broadcasts identification and location information about the drone and its control station. A Standard Remote ID Drone is one that is produced with built-in remote ID broadcast capability in accordance with the remote ID rule's requirements.
2. [Operate a drone with a remote ID broadcast module](#) (PDF). A broadcast module is a device that broadcasts identification and location information about the drone and its take-off location in accordance with the remote ID rule's requirements. The broadcast module can be added to a drone to retrofit it with remote ID capability. Persons operating a drone with a remote ID broadcast module must be able to see their drone at all times during flight.
3. [Operate a drone not equipped with remote ID at a FRIA](#) (PDF). FRIAs are the only locations unmanned aircraft (drones and radio-controlled model airplanes) may operate without broadcasting remote ID message elements without other authorization from the FAA."

From this we, recreational non-FPV fliers, are not be required to have remote ID while flying at Waymer. However, by the actual FAA document, if you fly under part 107 (which currently includes people posting YouTube videos of their flying) or if you fly recreationally FPV the current wording states you must fly under the "Standard Remote ID" requirements listed in (1) above. That your aircraft "is produced with built-in remote ID broadcast capability". The current FAA document has removed the wording allowing recreational FPV fliers to fall under the FRIA classification (3) above though the FAA has stated that it will be allowed.

From the AMA Safety Code, these can be considered guidelines and are available at;

<http://www.modelaircraft.org/files/105.pdf>

These are the community-based safety guidelines referred to in the FAA rules. Note that these are guidelines and not rule of law (it is confusing as the AMA calls them guidelines though the FAA has codified them into their Special Rule for Model Aircraft). These were put on the AMA web site on 2/7/2018 and are simplified from the older version. Verbiage in bold are changes from the previous version.

A model aircraft is a non-human-carrying device capable of sustained flight **within visual line of sight of the pilot or spotter(s)**. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code **and related AMA guidelines**, any additional rules specific to the flying site, **as well as all applicable laws and regulations.**

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.

- **I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.**
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
NOTE: AMA 550 2d states- All FPV flights require an AMA FPV pilot to have an AMA FPV spotter next to him/her maintaining VLOS with the FPV sUAS throughout its flight.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

The following were removed from the old version of the AMA Safety Code (while these have been removed they are excellent guidelines)

1. Model aircraft will not be flown: (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will: (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator. (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement. (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.) (g) Not operate aircraft with metal-blade propellers. (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless: (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event. (b) An inexperienced pilot is assisted by an experienced pilot.
4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards. B.

RADIO CONTROL (RC)

3. (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. (b) At air shows or demonstrations, a straight safety line must be established. (c) An area away from the safety line must be maintained for spectators. (d) Intentional flying behind the safety line is prohibited.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.

Waymer Area Chapter of the AMA (WACAMA) rules. These are specific to Waymer field and can be considered rules and you could be asked to leave or a park Ranger or Police could cite or arrest you. The highlighting is from the www.wacama.com page and not added by me.

Safety Rules

1. No pitting on the Flight Line Areas. (R/C or control line)
2. No spectators in Flight Area – Flyers only - Must Have AMA membership
3. No engines started in Shelter Area
4. Keep in Frequency Control. (72 or 75MHz R/C)
5. Fly from designated flight stations – Not standing near the runway. (R/C)
6. The [AMA Safety Code](#) applies.

Rules / Regulations

1. Flying is permitted only during posted park hours. (**posted hours are dawn to dusk**)
2. Any person who flies on the site must show a current WACAMA park pass plus current Academy of Model Aeronautics (AMA) membership. The Park Pass must be displayed. **Visitors may fly up to three visits with AMA card only.** Visitors must display AMA card.
3. All aircraft, both control line and radio control, powered by an internal combustion engine must be flown with an effective muffler attached to the engine.

Exceptions:

A. When flying an aircraft that is used in competition for the following events as defined in the AMA rulebook:

- A. CL Combat
- B. CL Racing
- C. CL Speed
- D. CL Navy Carrier
- E. RC Formula 1 Pylon Racing.

This exception applies to aircraft being flown in competition.

- B. Engines of sizes .051 cubic inches and smaller are not required to have a muffler.
- C. **Fuel turbine, pulse jet**, Jet-X or rocket-assist are prohibited.
4. Airplanes that are landing have the right-of-way over those waiting to take off. Any airplane that has an in-flight emergency has the right-of-way over all others.
5. All non 2.4Ghz **(72 and 75MHz)** transmitters shall be placed in the impound area as soon as you arrive at the flying site, and remain there except when flying or testing your aircraft. Under no conditions should the transmitter be turned on unless the proper frequency control is observed. Always be sure the frequency you are about to use is clear before flying. Frequency code **(s)** must be displayed on the transmitter. [Link](#)
6. All R/C flying shall be in front of **(east of)** the flight line and is limited to the runways and open field opposite the runway area. Do not fly beyond the boundaries of the park.
7. Aeromodelers shall yield airspace to full-scale aircraft.
8. Unloading and loading of aircraft at the shelter is allowed. You can park around the shelter, but do not park next to the shelter. Room needs to be left for other vehicles to drive around the shelter.
9. Spectators must remain in designated areas.
10. No starting engines under the shelter or in the parking lot.

Additionally the following park pass holder responsibilities are sent to all Park Pass Holders. Failure to follow these could result in loss of flying privileges.

Key Holder Responsibilities-

The main gate has WACAMA lock. When either gate is open it must be locked in the open position to prevent inadvertent closing of the gate. Before leaving the field, verify if anyone remaining has a key for the locks. Please ask to see the key. The last key holder to leave must ask anyone remaining to remove their vehicle in the parking area. They may park along Holbrook's Road. No vehicles or equipment is to be left on the field or in the parking area overnight. The last key holder to leave must lock the main entrance in the closed position.

Parks and Recreation rules at

<https://www.mecknc.gov/ParkandRec/InsideTheDepartment/Documents/Park%20and%20Recreation%20Facilities%20Ordinance050713.pdf>. These can be considered rules and you could be asked to leave, cited or arrested for violations.

The P&R rules are many pages. The more pertinent rules are listed here.

\$ 50.00 SECTION 5: No person shall willfully and intentionally remove, destroy, cut down, scar, mutilate, injure, take or gather in any manner any tree, flower, fern, shrub, rock, artifact or other plant or mineral in any park unless authorized by permit.

\$ 50.00 SECTION 6: No person shall willfully and intentionally in any manner injure, deface, disturb, destroy, or disfigure any part of any park or any building, sign, equipment or other property found therein.

\$ 50.00 SECTION 10: No person shall deposit in any part of any park any garbage, sewerage, refuse, waste, fruit, vegetables, foodstuffs, boxes, tin cans, glass, crockery, paper, or other litter or other waste material or obnoxious material, except in the containers designated for such purpose.

\$ 20.00 SECTION 17: No person in a park shall fail to comply with all applicable provisions of the motor vehicle laws of the State and ordinances of the County in regard to equipment and/or operation.

\$50.00 SECTION 18: No person shall fail to obey police officers, park personnel or other persons designated by the County to enforce this Ordinance in regard to traffic direction in a park.

\$ 50.00 SECTION 19: No person shall fail to observe and comply with all traffic and park regulatory signs, including but not limited to those indicating speed, direction, caution, stopping or parking.

\$ 50.00 SECTION 20: No person shall drive a vehicle in a park in excess of the posted speed limit.

\$ 50.00 SECTION 23: No camp shall be maintained in any park except under permit, and under such conditions, at such places, and for such periods as may be designated by the Director.

\$ 100.00 SECTION 27: No person within the confines of any park shall hunt, pursue, trap, shoot, injure, kill, harass or molest in any way, any bird or animal except by permit.

§ 500.00 SECTION 29: No person except duly authorized local, State or federal law enforcement officers, and duly authorized County employees or officers shall carry, possess or discharge any type of firearm, handgun, explosive device, air guns of any description (BB guns, paintball guns, pellet guns etc.), or bowie knife, dirk, dagger, slung shot, sling shot, leaded cane, switchblade knife, blackjack, metallic knuckles, razor, shurkin, stun gun, or deadly weapon as defined in the North Carolina General Statutes within any park unless authorized by permit issued by the Director or except as provided in SECTION 29.1.

SECTION 29.1: The prohibition in SECTION 29 does not apply to carrying a concealed handgun in accordance with N.C.G.S. 14-415.11 in any place in a Park.

§ 100.00 SECTION 34: Selling, Soliciting, and Exhibiting. It shall be unlawful for any person, firm or corporation to engage in commercial selling, soliciting, demonstrating, exhibiting or other commercial activity, for any purpose, without having in their possession a valid permit issued by the Director as hereinafter provided

§ 50.00 SECTION 37: Alcoholic Beverages. It shall be unlawful for any person to possess an open container of malt beverage or unfortified wine, to consume malt beverages or unfortified wine, or to possess or consume fortified wine, spirituous liquor, mixed beverages on property subject to the jurisdiction of this Ordinance unless obtained pursuant to a special consumption permit issued by the Director.

§ 50.00 SECTION 38: No person in a park shall willfully and intentionally disobey a lawful order of a law enforcement officer, park personnel or volunteers authorized to enforce this Ordinance, nor use abusive, profane or insulting language; nor unreasonably disturb or annoy others; nor be under the influence of intoxicants; nor do any act tending to or amounting to a breach of the peace nor conduct himself in any disorderly manner whatsoever.

From the following Waymer is a no smoking area.

<https://www.mecknc.gov/ParkandRec/InsideTheDepartment/Documents/No%20Tobacco%20Use%20in%20Parks%20Ordinance.pdf>

§ 25.00 Smoking and the use of tobacco products are prohibited.

Last we have the FCC rules of law. Failure to abide by these carry severe fines and penalties.

Fines noted on the FCC site range from 10's of thousands of dollars to 100's of thousands of dollars.

These rules are complicated and the best description is from the AMA website.

<http://www.modelaircraft.org/files/590.pdf>

Condensed portions are below along with my researched interpretations-

Most radios included within model aircraft control systems are certified by the equipment manufacturer or vendor for low-powered, license exempt operations on frequency bands authorized under Part 15. On the other hand, because of power restrictions, **very few First Person View (FPV) video systems are certified for licensed use under Part 15** and may be operated only with an Amateur Radio license as described below.

Model aircraft devices and other transmitting equipment operated without a license under Part 15 of the FCC regulations must be certified for compliance with certain technical standards designed to limit interference to other devices.

FPV devices typically require more output power than is authorized in Part 15 of the FCC regulations and, as a result, are not certified for unlicensed operations. **The FCC publishes a maximum allowed non certified (our 5.8GHz VTXs are not Part 15 certified) limit of 50mV/m @3m which translates to approximately 1mW for our applications** depending mostly on the efficiency of our antennae.

What this means is that virtually any 5.8MHz VTX usage requires an FCC License. That said we have never, and probably never will, have a visit from the FCC.

From these the following are taken:

- Full scale has right of way at all times.
- All R/C flying is to be done to the east of the runway.
- Please fly from the pilots stations.
- Current AMA and park pass are required to fly at Waymer. There are three exceptions. (1) Guests with AMA can fly up to three times. (2) A non Park Pass holding prospective flyer can fly under the AMA Introductory Pilot Program. (3) The general public with AMA but without park pass can fly Wednesday all day and Sunday sunup to 2 pm, please see the signage at the main gate.
- Per the FAA we are required to use B4Ufly to determine if we can fly each time we do so.
- Please lock the gate and charging station when leaving if you are the last key holder.
- There is a 400ft ceiling.
- Though we all park around the shelter please do not park in a way that blocks access to the shelter or through the gaps in the fencing to the flying area. Note the areas for loading and unloading.
- WACAMA is not responsible for individual pilots meeting FAA, FCC, state, county, or other laws, rules or guidelines. While many laws, rules, and guidelines have been compiled here they are not all inclusive and are ever changing.

Notes: WACAMA does not issue a paper Park Pass, they consider the key to be your pass. They may send a printable pass via mail or email.

FAA registration and TRUST completion are required to fly at Waymer though no mention of either are on the WACAMA site.

As a FRIA, recreational non-FPV pilots flying at Waymer will not be required to have remote identification. Pilots flying under part 107 (or flying FPV per the written FAA document) must comply with "Standard Remote ID" as of 16 December 2022 (this is a postponement of the 16 September 2022 deadline).

The FAA is not a policing organization. They are an enforcement organization. The understood scenario will be that you are approached by local law enforcement (for whatever reason) and asked 8-10 specific questions outlined by the FAA such as do you have TRUST, are you registered, do you understand the

type of airspace you are flying in... If you do not answer these to the satisfaction of the officer they will take your information and pass it to the FAA who will decide on whether action is to be taken and what that action will be.

When not flying at a FRIA or if having to comply with the Remote ID rules (1) or (2). The requirement for us, as users to comply was September 16, 2023.

Note- (1) below, is intended to be applied to aircraft sold as BNF or RTF with a preinstalled receiver and/or flight controller.

1. [Operate a Standard Remote ID Drone](#) (PDF) that broadcasts identification and location information about the drone and its control station. A Standard Remote ID Drone is one that is produced with built-in remote ID broadcast capability in accordance with the remote ID rule's requirements.

Note- (2) below, is intended to be used by people building an aircraft from a kit or ARF. There was a (%) of build to qualify under this requirement but that was removed in the final document.

2. [Operate a drone with a remote ID broadcast module](#) (PDF). A broadcast module is a device that broadcasts identification and location information about the drone and its take-off location in accordance with the remote ID rule's requirements. The broadcast module can be added to a drone to retrofit it with remote ID capability. Persons operating a drone with a remote ID broadcast module must be able to see their drone at all times during flight.

It has been said by individuals on the FAA committees that further regulations may require individual registration of our aircraft. While currently the remote ID is not a network system where someone, public or law enforcement, could log onto a website and see all sUAS and their operators identification and location or stored information that has this data, that the intent is for this to be created in the future. Again this may not be applicable to those flying recreationally (possibly non-FPV) at a FRIA.

WACAMA and FAPA take no responsibility in the accuracy of this information. If anyone has any additions or corrections please send them to me, please include sources.

Evan Doughty
15 January 2025