

GREEN RIVER GORGE AREA FLAMING GEYSER STATE PARK

REMOTE CONTROL AIRCRAFT FLYING SITE MANAGEMENT PLAN

POLICY STATEMENT

"It is the policy of the Washington State Parks and Recreation Commission to allow remote control aircraft flying in state parks, other than National Area Preserves, and only as conditioned by the Commission in Heritage Areas, Natural Areas and Natural Forest Areas, in such a way as to assure protection of park resources and compatibility with other public activities in the parks. These assurances are best achieved by establishing forums at each flying park to seek advice from flyers for appropriate accommodation of the activity, maintaining acceptable levels of impact on park resources, assuring compatibility with park visitors, and continuing the education of agency staff. Public review of this policy will be done periodically to keep it current with trends in remote control aircraft flying and consistent with related agency policy."

PURPOSE

To provide site-specific management guidelines that will result in adequate resource protection and accommodation of other park activities. This remote control aircraft flying management plan meets the requirements outlined in WAC 352-32-130 Aircraft.

STRUCTURE

The Flaming Geyser Remote Control Aircraft Management Plan was established by the Remote Control Aircraft (RCA) Advisory Committee and the Flaming Geyser State Park Manager. The Plan will be monitored, assessed, and adjusted by the Committee and Park Manager. The Plan will be reviewed at least annually or more often if there is a recognized need.

INTENT

It is the intent of the Plan to give the RCA Flyers the most practical use of the field while still providing for the safety of the park visitors and neighbors, and reduction of noise impact on the neighbors. With this in mind, certain types of RC aircraft and styles of flying as indicated in Attachment C will be prohibited at this site. All Flyers must comply with the posted rules for continued operation of this site. The consequences of non-compliance will range from loss of flying privileges and citations for individual Flyers and/or temporary or permanent closure of the Flying Site.

ADVISORY COMMITTEE

The Remote Control Aircraft (RCA) Advisory Committee was selected from park patrons interested in the development of a management plan for flying remote control aircraft in Flaming Geyser State Park. The Advisory Committee is composed of three flyers and three other patron user group representatives. RCA Advisory Committee appointments will be for three years. Terms will run from March 1 to February 28.

Nominations for the flyers' representative for the term ending each February will be taken at the scheduled January Flaming Geyser Flyers Club meeting. Selection of the flyers' representative will be by majority vote of the members present at the scheduled February Flaming Geyser Flyers Club meeting. The first committee members' terms will be set at 1, 2 or 3 years to establish the rotation for ensuing years. Advisory Committee members can be replaced before their terms expire by expressing a desire to be replaced to the Park Ranger or through demonstration of lack of interest by missing two Advisory Committee meetings in a row. See Attachment G.

ISSUES

1. SAFETY:

The safety of participants, spectators, other park users, and neighbors is the primary consideration built into all aspects of the Flaming Geyser Remote Control Aircraft Flying Site Management Plan.

2. RC MODEL AIRCRAFT:

Both fixed wing aircraft and helicopters must weigh less than twenty pounds.
Helicopters must have a six and one half-foot rotor span or less.

3. RC MODEL AIRCRAFT ENGINES:

The following categories were delineated considering safety issues such as size of flying zone; speed of propulsion system; potential for serious injury; and environmental impacts such as fire danger.

Acceptable: Glow, Ignition, Diesel, Compressed Gas, Two and Four Stroke Internal Combustion, Electric, Elastic, Gravity.

Unacceptable: Ram Jets, Turbines, Solid and Liquid Fuel Rockets.

4. RC MODEL ENGINE MUFFLER/SILENCERS/PROPELLERS:

All model engines must have an adequate muffler/silencer/propeller combination to meet the Flaming Geyser RCA Flying Site audible sound limit. The Flaming Geyser RCA Flying Site sound limit is 89 decibels at 25 feet. The sound level will be tested with the aircraft restrained at the established sound test station with engine running at full throttle and adjusted for flight. The measurement will be taken at 25 feet from the engine at these three positions: directly to the rear, and on the right and left sides of the aircraft, with the meter being positioned approximately 36" above the ground. Testing may be required after any changes to the aircraft that would effect the sound output.

5. RC MODEL AIRCRAFT RADIOS:

The following radio guidelines must be followed to prevent radio dysfunction causing equipment damage and possible injury.

All remote control aircraft radios must meet the Federal Communications Commission Code of Federal Regulations part 95 sub-part C and E dealing with personal radio service bands and part 97 dealing with amateur radio service bands, and CFR 47 part 15 dealing with 2.4 GHz spread spectrum bands.

FCC approved frequencies for flying Remote Control Aircraft at Flaming Geyser RCA Flying Site:

Acceptable: 50 frequencies 72.01 MHz to 72.99MHz (CFR Part 95 Sub-part C & E)
8 frequencies 53.10 MHz to 53.80MHz (CFR 97 Must have Amateur radio license)
10 frequencies 50.80 MHz to 50.98MHz (CFR 97 Must have Amateur radio license.)
80 frequencies 2.400GHz to 2.485GHz (CFR 47 part 15)

Unacceptable: 27MHz, 49 MHz and 75 MHz frequencies.

A radio transmitter must display a prominent channel number and pilots must share frequencies so they are not using the same frequency at the same time. When there is more than one person at the field using the same frequency, flights will be limited to 15 minutes on those frequencies.

Use of 2.4GHz radios will be limited to the specific recommendations of the manufacturer. Currently available radios on this band are for use in parkflyer type aircraft only, eg: compact electric and non-powered aircraft, and micro electric helicopters.

6. RADIO FREQUENCY BOARD:

A radio frequency board displaying all the approved Federal Communications Frequencies must be on site. The frequency board will have a mechanism to attach an identification card under each frequency number. Pilots will indicate the frequency they intend to use by placing their AMA card or Liability Insurance card with Solo Permit sticker in the appropriate frequency clip on the frequency board prior to turning on their transmitter.

7. MISCELLANEOUS EQUIPMENT:

Modelers will use overflow containers to prevent fuel spillage while fueling.

Modelers will use an impervious ground cloth when using diesel fuel.

An on-site fire extinguisher will be displayed for immediate fire protection.

A 20-pound balancing scale will be available for screening of aircraft that may exceed the flying plan 20-pound weight limit.

An on-site decibel meter will be used to monitor audible sound levels to keep aircraft engine noise within the 89 decibel at 25 feet range.

8. FLYING ZONE:

The designated flying zone for remote control aircraft at Flaming Geyser State Park is a 31-acre field at the west end of the park. The flying zone is located on the northeast side of the road. The flying zone is limited to that area bordered on east, north, south side by the walking path on the perimeter of the 31-acre hayfield and by the extended runway on the west side of the field. Remote Control Aircraft flying is limited to this designated site. Aircraft will fly within this designated area in such a way as to minimize impact (i.e. sound levels, flying zone violations, lack of control violations) on other park users and park neighbors. See flying zone map, Attachment B.

See Attachment A for specific procedures required of the Flyer in the event of a landing outside of the boundaries of the Approved Flying Zone at the Flaming Geyser RCA Flying Site.

9. AIRFIELD:

The Flaming Geyser Airfield will be geographically located within the flying zone so as to maximize safety for all park users and neighbors while providing an efficient flying program for participants.

Airfield Component Specifications:

The Flaming Geyser Remote Control Aircraft plan will utilize suggested Academy of Model Aeronautics airfield specifications, when applicable on site, as their operational practices have been proven safe and successful.

Runway:

The grass runway will be 275 feet long by 60 feet wide. All aircraft will take off and land from the runway.

Taxi Area:

The taxi area will extend from the runway to a width of twenty-five feet and parallel the length of the runway. No landings or take-offs from the taxi area. Provides additional open space between pilots and aircraft during time when out of control accidents happen. Allows taxi room in front of other pilots with less likely chance of other frequencies "swamping" taxiing aircraft.

Barrier:

Designed to stop taxiing models from veering into pilot's and/or spectator's positions (plastic or chain link fencing, hay bales, shrubbery, etc.).

Signing:

On-site public notice signing will include delineation of flying site area components, field rules, and the flying site safety code. All signs must be compatible with the Washington State Parks sign manual, approved by appropriate park staff and provided by park staff.

Pilot Line:

Set back from runway edge to keep pilots away from aircraft. Designated pilot stations spaced about twenty feet apart.

Personnel Side of Flight Area:

- Locations -	- Distance Factor -
Runway edge is the basic reference line or	0
Pilot Line a minimum of	25 feet from reference
Pit Line a minimum of	45 feet from reference
Spectator Line a minimum of	65 feet from reference
Parking Lot a minimum of	80 feet from reference

Airfield improvements will occur in a cooperative effort between the Park Manager and the Flaming Geyser Flyers Club. The Park Manager will seek input from the expertise of the RCA Advisory Committee and will approve any changes to the flying field.

10. AIRFIELD FLYING HOURS

The established Flaming Geyser Flying Site flying hours are a result of careful planning and consideration so as to minimize conflict with other park users and reduce impact on adjacent neighbors. The scheduled hours are subject to continual park staff and RCA Advisory Committee scrutiny and change if complications arise. See Attachment C.

11. PILOT AND SPECTATOR RESPONSIBILITIES:

General:

All aircraft operations will be conducted in compliance the Management Plan, and with posted Flying Site and Frequency Control Rules (See Attachments A through E). All aircraft will have identifying markings indicating the owner's name and contact information.

All flyers will have current liability insurance while engaged in RCA flying activities at the Flaming Geyser Flying Site. The minimum coverage limits will be \$1,000,000 for bodily injury and property damage. Flyers have the option of joining the Academy of Model Aeronautics (AMA), or providing the required proof of private liability insurance as outlined in Attachment I.

Flyers must use their own judgment to determine if they can conduct their flights in a safe manner under the existing conditions (e.g.: wind/weather, required skill level of aircraft, recent flight time, ability of Student Pilot being buddy-boxed, number of other pilots flying, etc.) Flyers will be held liable and financially responsible for their actions and any damages caused by their aircraft.

Evaluation Pilot:

The conduct of Solo Permit Evaluation flights, issuing of Solo Permits, and all the record keeping involved for these activities shall be the responsibility of the Flaming Geyser Flyers Club. To facilitate this, the Flaming Geyser Flyers Club will establish a plan to have Evaluation Pilots available at scheduled and/or arranged times for Solo Permit Evaluation flight testing.

Solo Flyers will be recruited by the Flaming Geyser Flyers Club Executive Board to become Evaluation Pilots on an "As Needed" basis to be available during these times. Flaming Geyser Solo Flyers who have demonstrated a thorough knowledge of the Management Plan and willingness to promote safety by following the Flying Site Rules, may be granted the designation of Evaluation Pilot by the Executive Board.

Evaluation Pilots will approve only those Flyers for Solo Permits who have successfully completed the Solo Permit Evaluation Flight at the Flaming Geyser RCA Flying Site.

Solo Flight:

Flyers must successfully complete the Solo Permit Flight Evaluation (See Attachments H) for an Evaluation Pilot and be issued a Solo Permit sticker prior to conducting solo flights at the Flaming Geyser RCA Flying Site.

Upon approval of a completed Solo Permit Application, a Solo Permit sticker will be issued to be attached to the Flyers' AMA Card or Liability Insurance Card which must be used by the Flyers to mark the frequency they are using on the frequency control board.

The SoloPermit stickers will be renewed as needed upon completion of Solo Permit Application (Attachment I) with attached proof of renewal of AMA membership or Liability Insurance.

There will be no fee charged to the Flyers to obtain the Solo Permit sticker or Liability Insurance Card necessary to meet the requirements of the Flying Site Rules.

Pre-Solo Flight:

A pre-solo flight is any control of an RC aircraft by a Flyer who has not been issued a Solo Permit.

Prior to conducting any pre-solo flights, the Flyer will obtain and read a copy of the Management Plan. Pre-solo Flyers must meet the insurance requirements under Section 11 and post their AMA card or Liability Insurance card on the frequency board.

All pre-solo flights will be conducted under the direct supervision of a Flyer with a Flaming Geyser Solo Permit who will be responsible for the safe conduct of the flight. Use of a "Buddy-Box" training system is highly recommended during these flights. These Solo Flyers will not be held responsible for damages to the student's aircraft. The individuals that volunteer their time for the purpose of teaching inexperienced flyers are competent pilots. They will, to the very best of their abilities, check out the student's aircraft and instruct them in the safe operation of their aircraft.

To promote knowledgeable and safe pilots, Solo Flyers are encouraged to use the Flaming Geyser Flyers Flight Training Course to help inexperienced flyers develop the skills to meet the Solo Permit Evaluation Flight.

Spectators:

Spectators will be required to follow posted Spectator/General Park Rules, and all Flying Site operation and safety rules. Spectators will remain clear of pilot stations, taxi area, runway, pit area and the ends of the runway. Spectators must remain in designated spectator area away from running aircraft. (See attachment F).

12. REMOTE CONTROL AIRCRAFT POSTED FLYING RULES:

The rules for the Flaming Geyser RCA Flying Site will be posted per direction of WAC 352-32-130 (a). (See Attachments A through E.)

13. PUBLIC EDUCATION:

Information boards and signs will be maintained at the flying area informing flyers and visitors about the approved flying area rules and regulations and safety; resource concerns; emergency phone numbers; location of the nearest phone and restroom; and any other information deemed necessary by the park staff. Remote control aircraft flying handouts outlining safety and usage guidelines shall be developed by Washington State Parks. The content of this brochure will be assembled and maintained by the park manager and the remote control aircraft committee using the established flying plan rules as guidelines.

14. ENVIRONMENTAL IMPACTS:

A site-specific environmental impact study has been completed for Flaming Geyser State Park by Washington State Parks headquarters environmental staff. There was a determination of non-significance for remote control flying at Flaming Geyser. Park staff has surveyed each item on the environmental checklist and will be monitoring flying activity to keep aircraft within the designated flying zone, fuel spills non-existent with overflow containers and impervious ground cloths, and noise from exhaust mufflers held to a designated standard by a decibel meter.

15. AIRFIELD OPERATION AND REGULATION:

The airfield management plan at Flaming Geyser is a co-operative agreement between the RCA Advisory Committee and park staff. Under the leadership and direction of the Green River Gorge Area Manager and the guidelines of the management plan, the participants will maintain the airfield and self regulate flying activities.

16. GROUP ACTIVITIES:

Flaming Geyser RCA Flying Site will be open to the public on a first-come, first-served basis. No organized groups or clubs will occupy an area or preclude use by other park patrons without obtaining a special recreation permit for any activities such as organized events or flight training classes. As part of a special recreation permit, the Park Manager may temporarily modify provisions of the Management Plan, maintaining safety as the first priority.

17. EMERGENCY PROCEDURES:

In the event of a personal injury or property damage accident, the personal injury will take precedence. It will be the responsibility of those involved in accidents that are capable, to come to the aid of those injured. The responsible parties will make sure that 911 is called for medical help and that park rangers are notified. Those that are involved in either a personal injury or property damage accident will be required to fill out accident reports in cooperation with park staff under Washington State Park guidelines.

18. CLOSURES:

This plan requires the immediate closure of sensitive areas, if necessary, for resource protection or any other reason deemed appropriate by the Director or Designee [WAC 352- 32-130 Aircraft (a)].

19. FUTURE MANAGEMENT PLAN CONCERNS:

1. Airfield improvements.
2. Continue development of a Flyers roster to obtain a method of contacting interested parties for projects involving the maintenance and improvement of the Flying Site.
3. Rework signage at the Flying Site to reflect changes in the Management Plan.

20. ASSESSMENT:

The Remote Control Aircraft Advisory Committee and Park Manager will conduct an assessment of the flying area needs within 60 days of the original approval of this plan. The assessment will be updated annually and filed at Flaming Geyser State Park. The assessment will be a resource that, by reviewing public input and facility conditions, may be used to determine the future program and facility improvements.

ATTACHMENT A

Landing of RC Aircraft outside of Flaming Geyser State Park boundaries

Failure to follow these procedures will result in temporary suspension or loss of flying privileges at the Flaming Geyser RC Aircraft Flying Site.

The following action is required to be taken by the pilot in the event of landing of his/her RC Aircraft outside of the boundaries of the Flaming Geyser State Park:

The pilot will IMMEDIATELY report the out of boundaries landing incident to the Flaming Geyser Park Ranger on duty. The Ranger will take the information required to create a written incident report.

Under no circumstances will any pilot go on to any private property to retrieve the RC Aircraft. Flyers will make no direct contact with the Landowners, either in person or via telephone.

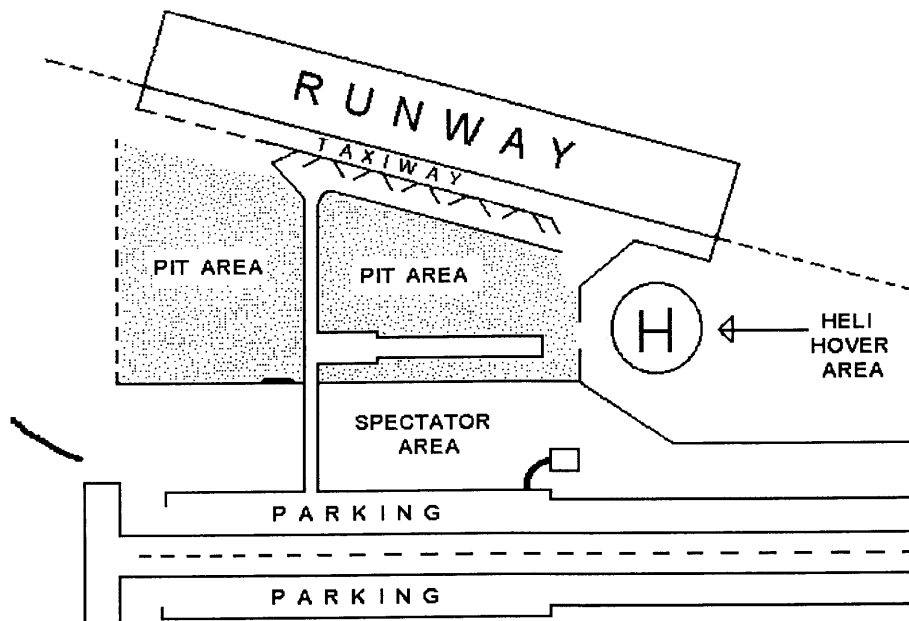
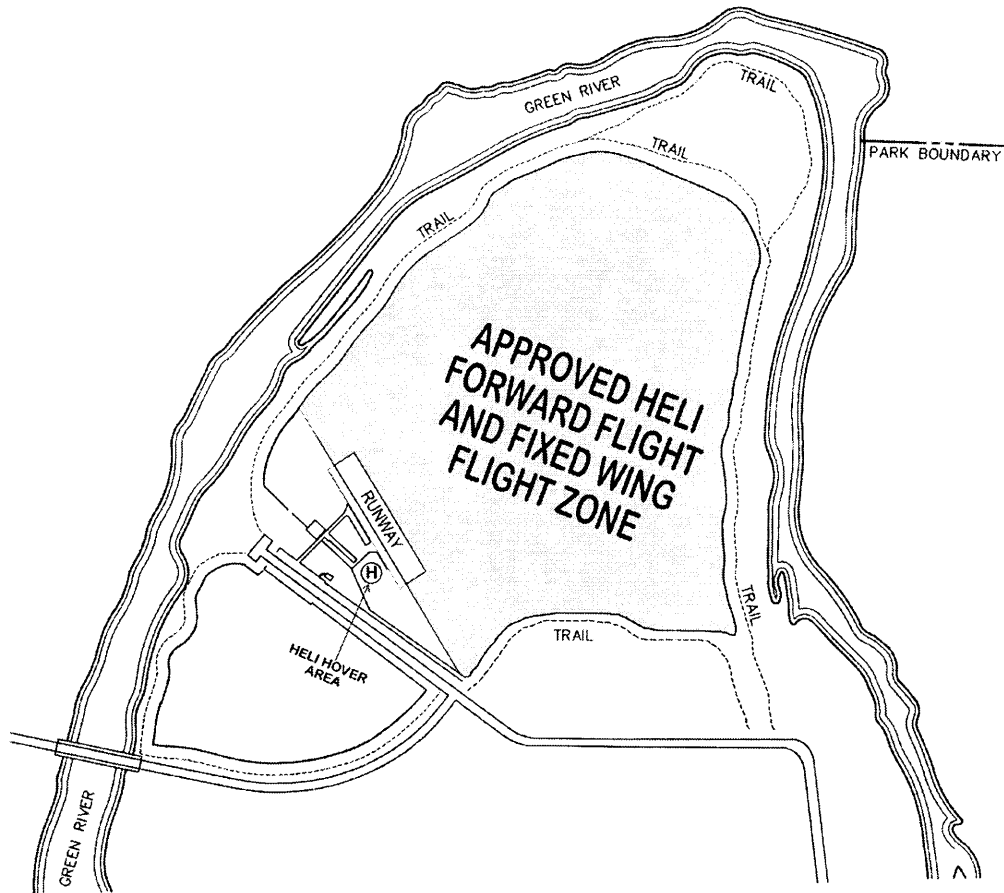
The Flyer may make a report of lost property with the King County Sheriffs Department. As required per RCW 63.21.010, found property is required to be reported to the local law enforcement department within seven days of discovery. The RC aircraft should be able to be retrieved through the Sheriffs Department.

Landing of RC Aircraft inside of the boundaries of the Flaming Geyser State Park, but outside of the Approved Flight Zone:

As required by Section 17 of the Management Plan, any event involving personal injury or property damage by an RC Aircraft will be immediately reported to the Park Staff.

A Violation Report will be filled out and deposited with the Park office or in the donation box for any other incident where the RC Aircraft lands outside of the Approved Flight Zone, but within the boundaries of the Flaming Geyser State Park. See Attachment J.

ATTACHMENT B



ATTACHMENT C

FLIGHT HOURS SCHEDULE

Monday through Thursday:
10 AM to earlier of 7:00 PM or Dusk

Saturday and Sunday:
10 AM to earlier of 6:00 PM or Dusk

**Flight Hours for Electric
and Non-Powered Aircraft Only**

In addition to the above listed flight hours,
electric and non-powered aircraft may operate
during the following hours:

Friday:
10 AM to Dusk

April to October
Monday through Thursday: 7:00 PM to Dusk
Saturday and Sunday: 6 PM to Dusk

ATTACHMENT D

RULES GOVERNING REMOTE CONTROL FLYING AT FLAMING GEYSER AIRFIELD. POSTED PER DIRECTION OF WAC 352-32-130 (A).

Flaming Geyser Remote Control Aircraft Flying Site Rules :

- * **Safety is the first priority.** Do not fly in a reckless, careless or dangerous manner; see posting of Runway and Field Etiquette for clarification and examples.
- * The most important factor for continued use of this flying field is reducing the noise impact of our models on the neighbors to the NW – NE across the river. Pay particular attention to the rules regarding the Flight Zone, Flight Hours Schedule, and Noise Limit requirements.
- * Pilots must demonstrate knowledge of the Flying Site Rules, pass a Solo Permit Flight Evaluation, and provide proof of insurance prior to flying solo at this site. A Solo Permit sticker will then be issued.
- * All aircraft operations will be conducted in compliance with posted Flying Site and Frequency Control rules. Failure to observe posted rules can result in loss of flight privileges at Flaming Geyser and/or citation.
- * Taxiing or hovering into or through the pit area is prohibited.
- * All flights will be within the boundaries of the approved flight zone as described in the management plan and as illustrated on the posted flying plan map. Intentional flying over pit, spectator, or parking areas is prohibited .
- * Pilots will limit the noise output of their aircraft to 89 decibels at 25 feet as measured per testing guidelines by use of effective mufflers and appropriate propeller sizes.
- * All aircraft takeoffs and landings are to be from the runway only.
- * All pilots and spotters must use a designated pilot station to fly from. Only pilots and spotters allowed at the pilot stations.
- * Helicopters will perform all run-ups and hovering flight in the designated hover area. All non- hover flight will conform to all other Flying Site rules.
- * No more than 5 aircraft in the air at any one time.
- * Pilots must announce their intentions to other active flyers (e.g. "taking off"; "landing"; "deadstick"; "on runway" etc.)
- * Extended running of engines in the pit area for break-in purposes is prohibited.
- * A catch container must be used during fueling to prevent fuel spillage.
- * Pilots will give right-of-way to and avoid flying in the proximity of full-scale aircraft.
- * All aircraft will have an equipment ground check performed by the operator before flying, including a successful radio equipment ground range check of a new or repaired model.
- * A ground cloth under exhaust is required for all ground operations of diesel engines.
- * Flyers are responsible for cleanup of their own areas.
- * Participants will notify park staff in cases of flying plan violations, in cases of accidents involving property damage or personal injury, and of all landings outside of the Approved Flight Zone (see Attachments A & B).
- * Pilots will be held liable and financially responsible for their actions and any damages caused by their aircraft.
- * All aircraft will have identifying markings indicating the owner's name and contact information.

ATTACHMENT E

FREQUENCY CONTROL RULES

All Flyers will operate their models using only radio control frequencies and equipment currently allowed by the Management Plan.

A prominent frequency flag will be displayed on all transmitters.

Solo Flyers must place their AMA Card or Liability Insurance Card with Solo Permit sticker in the frequency clip of the frequency they intend to use **prior** to turning on their transmitter. Pre-solo flyers will post their AMA card or Liability Insurance card in the frequency clip of the frequency they intend to use **prior** to turning on their transmitter.

If there is already a marker in your intended frequency clip, find and communicate with your frequency “partner” to ensure that only one transmitter is in operation at a time on that frequency. Use of the “No Fly” clips are highly recommended.

Flyers turning on a transmitter without following the above procedures will be held financially responsible for all damages to persons and property resulting from their actions.

Flyers must take turns in using a frequency. Limit your flights to 15 minutes when sharing a frequency.

ATTACHMENT F

SPECTATOR/GENERAL PARK RULES:

- * For safety all spectators are to remain on the road side of the wood fence. Spectators will remain clear of pilot stations, taxi area, runway, pit area and the ends of the runway. Spectators must remain in the designated spectator area away from running aircraft.
- * Only Remote Control Model Aircraft will be allowed to use the designated Runway and Pit areas during the posted Flying Hours.
- * Park patrons wishing to launch model rockets are directed to contact park ranger for information on when and where rockets may be launched.
- * Small children must be accompanied by an adult at all times.
- * All pets must be kept within the spectator area and be on a leash.
- * Alcoholic beverages are prohibited within the Flying Zone, Pit Area, Spectator area, in the adjacent river frontage, and in the designated parking areas of the park. Alcoholic beverages are only allowed in developed picnic sites.
- * Park patrons must park in designated parking areas only.

ATTACHMENT H

FLAMING GEYSER RCA FLYING SITE SOLO PERMIT FLIGHT EVALUATION

Solo Permit Flight Evaluation consists of three separate flights, to be conducted at the Flaming Geyser RCA Flying Site within the same flying session, each with a specific piloting skill to be demonstrated. You will be judged on your ability to safely control the aircraft while demonstrating the pilot skill.

REQUIREMENT

INSTRUCTOR'S INITIALS

A. First Flight

1. Verbal exam to verify knowledge of Flying Site, frequency control rules, and safe operation of the model at the field _____
2. Take-off _____
3. Straight flight out, 180° turn, and straight flight back _____
4. Trim aircraft for hands-off straight and level flight _____
5. Landing _____

B. Second Flight

1. Take-off _____
2. Fly a figure eight pattern consisting of two 360° turns, one left, and one right, maintaining a safe distance and altitude _____
3. Fly a rectangular pattern parallel to runway, maintaining a safe distance & altitude _____
4. Landing _____

C. Third Flight

1. Take-off _____
2. Demonstrate level flight at reduced power (slow flight) _____
3. At safe altitude, stall aircraft and recover to level flight _____

E. "Deadstick" Landing

With the plane at altitude, the instructor will direct the student to reduce the throttle to flight idle. The student lands the aircraft on the runway without advancing the throttle. If an impending crash or unsafe condition develops, the student may advance the throttle, but the requirement of the check will be considered not to have been met.

PERFORMANCE EVALUATION

_____ has successfully demonstrated knowledge of the Flying Site and frequency control rules, and the minimum skills required for safe radio controlled flight and is hereby granted a solo permit for the Flaming Geyser Flying Site.

Evaluation Pilot Signature and Date

ACKNOWLEDGMENT

I agree to hold harmless and indemnify the Washington State Parks and Recreation Commission from any and all claims, suits, actions, and damages arising from acts, activities and omissions taken or made by me as a result of my model aircraft operations at the Flaming Geyser RCA Flying Site. I certify that I am, and will be for all future RCA flying activities, insured as a current member of the Academy of Model Aeronautics (AMA) or carry equivalent liability insurance with coverage limits of no less than \$1,000,000 for bodily injury and property damage incurred from my model flying activities

I agree to abide by the rules of Flaming Geyser Flying Site Management Plan and agree to fly my aircraft in a safe manner at all times. I acknowledge that I have received and read a copy of the Flaming Geyser Flying Site Management Plan.

Flyer Signature and Date

Solo Permit Application

☐ First Issue Solo Permit

☐ Renewal

Date: _____ Radio Channels that I use _____

Pilot's Name: _____

Mailing address: _____

Phone number: _____

Email address: _____

All requests for a first issue Solo Permit sticker must be accompanied by an appropriate Solo Permit Flight Evaluation Form, filled out, and signed by an Evaluation Pilot.

Proof of Insurance:

Provide the following:

AMA# _____ and Expiration date: ____ / ____ / _____

Issuing pilot initials _____

Or

Photocopy of Liability Insurance Policy, with coverage limits of no less than \$1,000,000 for bodily injury and property damage incurred from model flying activities. It will be the responsibility of the Flyer to clearly show that the policy covers model aircraft flying activities. Beginning and ending dates of policy coverage shall be stated.

ATTACHMENT J

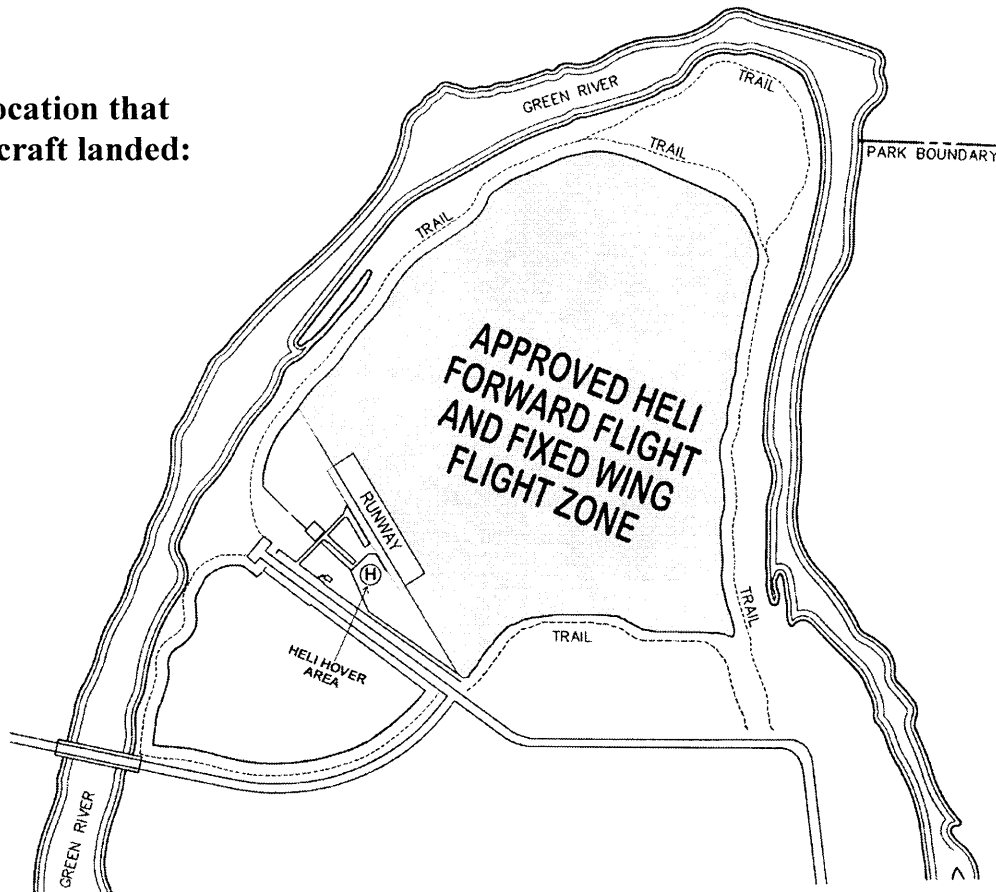
Violation Report

A Violation Report will be filled out and deposited with the Park office or in the donation box for any incident that does not involve personal injury or property damage where the RC Aircraft lands outside of the Approved Flight Zone, but within the boundaries of the Flaming Geyser State Park.

Date and Time of incident: _____

Name of Flyer: _____

**Mark location that
RC Aircraft landed:**



Brief description of why incident occurred:
