



CITY OF COSTA MESA

CALIFORNIA 92626-1200

P.O. BOX 1200

PUBLIC SERVICES DEPARTMENT

December 14, 2006

Mr. Hugh Broesamle
3009 Coolidge Avenue, Apt. A
Costa Mesa, CA 92626

Dear Mr. Broesamle:

Thank you for your comments dated November 13, 2006 (Attachment 1), regarding the City of Costa Mesa's proposed ordinance to create a permit system for the flying of model aircraft at Fairview Park. These comments are similar to the ones you submitted on June 6, 2006, which were taken into consideration when developing the permit system.

The following are my responses to your concerns:

Page one, last paragraph, you state that there have been six injuries to non-flyers caused by propelled model airplanes. Neither City staff, the City Attorney's office, the AMA, nor HSS have received any reports or claims of injuries occurring at Fairview Park caused by model aircraft. The permit system will ensure that all flyers are covered by liability insurance in case of accidents. As part of the permitting system, new signage will be installed around the launch/land site informing park visitors that they are entering a model aircraft flying area.

Article 3 Model Aircraft, Section 12-61 Prohibitions. This section of the ordinance is being revised to exclude free flight gliders from the definition of model aircraft. Those flying free flight models will not need a permit. It will be illegal to fly model aircraft, as defined in the ordinance, at any park other than Fairview Park. It will not be illegal to fly at Fairview Park if you have a valid permit.

Section 12-62. Definitions. The City Council may choose to put a weight limit other than 55 pounds in the definition of a model aircraft.

(d) ..."the flying plan shall also depict pilot stations." This clause has been removed from the revised ordinance as it does not pertain to Fairview Park.

Section 12-65 Flying regulations for model aircraft, model aircraft may not be flown higher than 400 feet from ground level. Under the guidance of FAA Advisory Circular 91.57, no model aircraft may be flown higher than 400 feet above the surface. The FAA has notified the City that the FAA is responsible for controlling all aircraft within "Class C" airspace, which includes Fairview Park. The City will follow the direction of the FAA and require that all flyers comply with Advisory Circular 91.57.

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(f) Model aircraft shall not be flown over the trail that runs through the park or over the east side of the trail, except when landing. This clause has been modified to read, "Model aircraft shall not be flown over the paved trail that runs on the east side of the launch/land site."

Attached is the letter from the AMA (Attachment 2) that you reference regarding the size of the flying field at Fairview Park. The AMA offers suggestions regarding the field size and recommends that some form of structure be put in place for the safe flying of model aircraft at Fairview Park. This is, in fact, what the City has done.

The AMA states in their safety code that, "The suggested flying site specifications are not intended as mandatory requirements...the AMA recommends that individual clubs design their flying sites based not only on the suggested specifications, but also upon the individual characteristics of the flying site and the type of RC activity which is anticipated." This is, in fact, what the City has done.

(h) "No more than five model aircraft may be flown at a time." This clause has been removed from the ordinance as it does not pertain to Fairview Park.

(2) Pilots must have liability insurance in the amount of at least \$500,000 to cover their activities of flying a model aircraft..." The City's Risk Manager and City Attorney recommend this as a minimum amount of insurance coverage for model aircraft flyers. At Lilly Shapell Park in the City of Laguna Niguel, a \$1 million liability insurance policy is required to fly gliders.

If you have any questions or concerns, please call me at 714-754-5303.

Sincerely,



Robert Staples
Fairview Park Plan Administrator

/ch (Parks/BroesamleModelAircraftPermitLetter RS)

c: Mayor and City Council Members
William J. Morris, Director of Public Services

Academy of Model Aeronautics

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Muncie, Indiana 47302
(765) 287-1256 – Business
(765) 289-4248 – Fax
(800) 435-9262 – Membership Services
<http://www.modelaircraft.org>



January 23, 2006

Mr. Fred Hesse
Harbor Soaring Society
8581 Palermo Dr
Huntington Beach CA 92646

Dear Fred:

This is in response to our meeting and site visit on Monday, January 16, 2006. In attendance from AMA were District 10 Vice President Richard Hanson, Western Flying Site Representative Wes De Cou, and myself.

At the time you furnished a flying field map for Fairview Park in Costa Mesa. During our visit, and as a result of several questions, you marked up that map with additional information.

We understand that the city is restrictive in their policy regarding fencing, barriers and signage.

The activities for this site are: hand launch gliders, RC sailplanes, both thermal and slope soaring, RC electric and freeflight.

The main RC runway is planned to be approximately 500' by 150'. It does not appear that a buffer zone of 250 feet is provided for either end of this runway. Since the prevailing wind is from the southwest, take-offs will require a short right turn and likewise on landings, the aircraft will have to turn short right and then line up for landing. This is not typical for departures and approaches, but is being done at a few other sites; however, this usually requires a skilled flyer.

We noticed that it is only 100 feet from the far right end of your runway to the paved pathway, which is of concern. We also believe that moving the current pits established by the two picnic tables further east will provide better visibility for approaches and give a longer take-off distance. All flying should take place on the far-side of the runway and not directly over it. Keep the runway open for take-offs and landings, including dead sticks, of other models being flown. The dirt walking path crossing the runway and flying area must be closed! Normal day-to-day flying activity is limited to 400 feet altitude by FAA Advisory Circular 91-57.

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Sailplane flying should only be done on a scheduled basis and with a NOTAM issued. With the site being located in an air corridor for full-size aircraft, each model pilot must have an assistant/helper to act as a spotter. When full-size aircraft are approaching, the pilot must immediately descend to 400 feet altitude or the model should land until the full-size aircraft has passed.

A flying field diagram with operation rules should be incorporated into the city ordinance and each permit holder should sign an application stating they have "read and understand the operation rules for flying models at Fairview Park."

We believe it's imperative to create some structure for operation of model flying to provide a safe environment.

Sincerely,

Carl P Maroney
Special Services Director
cmaroney@modelaircraft.org

ism

cc: Joyce Hager, Executive Director
Rich Hanson, District VP
Wes De Cou, Western Flying Site Rep
Jay Mealy, Programs Director