

January 12, 2017

Dear BSRCC Member,

Important Communication on Noise and Overflight Areas

As you may well remember, our club had noise and overflight complaints in June and August of 2015 from the adjoining landowner to the south of our runway (i.e., this will be the land immediately over the tree line to your right if you are standing at one of the flight stations and looking at the runway). We regarded this complaint as serious, investigated it thoroughly, and discussed with this neighbor mutually agreeable actions to resolve his complaint. This resulted in our club agreeing to not overfly his property, and we sent a letter to all members at that time advising of the new flight path and included a drawing which would clarify where flying is allowed and where it is not allowed. That all worked well for nearly a year and a half!

However, we have now received another noise and overflight complaint, from the same neighbor, on December 28, 2016. Apparently someone inadvertently overflowed the property boundaries and this then prompted a whole new complaint and the voicing of strong concerns that we were not honoring our prior agreement. Since all complaints have serious implications for the long term health and well being of our club, we again investigated the situation thoroughly, discussed with the landowner and apologized for our oversight, and recommitted to not overflying his property again in the future.

In light of the above information, we feel that it is pertinent to again communicate to all members where flying at our club is allowed and where it is not allowed, and to address the question of what to do if you should accidentally go down outside of those boundaries. We will do this by drawing on the August 2015 letter (because the guidelines there are still essentially correct in their original form), and will issue updated guidelines and sketches concerning overflight areas as indicated below. Please note that one sketch is presented at 1 to 12000 scale for overview purposes, and another sketch is at 1 to 6000 scale to show more detail of the flying site and the revised flight path. The revised guidelines are as follows>>

((1)) On the southern end of the runway, PLEASE DO NOT overfly the tree line that is located about 900 ft. south of our blacktop runway. Instead, when flying toward the south, please make a 45 degree right turn when you have passed the pits and spectator areas, to give yourself ample space to both turn and line up for the return leg without overflying the tree line on the south. This is where the problem is, and the adjoining land owner to the south has said he is willing to live with the noise problem so long as we do not overfly his property. The tree line is the property line and, thus, it should be easily visible to everyone when located on the flight line. We also plan to put up some brightly colored ribbons along this tree line to more clearly indicate the no fly zone, but we will have to wait until better weather arrives before doing this task.

((2)) On the northern end of the runway, PLEASE DO continue to fly more or less straight out on runway centerline and make your turn over the trees and wooded area located there. As you may have observed, there are six other houses behind the tree line and along Firetower Road that fall close to the traffic pattern when planes are making the downwind and base legs to set up for landings from the left. We have had no complaints from these neighbors so far, and we should continue to fly runway centerline going north and to make our turns over the wooded area immediately north of the field so as

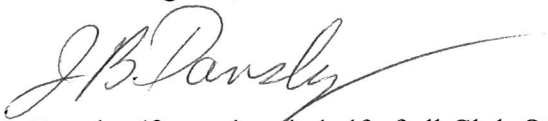
to stay away from their houses as much as possible. You may have also noticed that there is another house located immediately across Lockaby Road to the north and west of runway centerline. It is not typical that flyers will go out in this direction, but please be aware of this house and make your turns well clear of it (i.e., do continue to fly runway centerline out and make your turns on the northern end over the wooded area which is located there).

((3)) The net result of ((1)) and ((2)) above will give a modified flight pattern for the BSRCC field, and this is more clearly illustrated by means of the attached sketches. Instead of giving a flight path which is more or less parallel with the runway on both north and south legs, it will require the flight path on the south to be bent toward the west so that the turn for the return leg can be accomplished without overflying the southern most tree line (i.e., the adjoining property owners land). The attached sketches should be clear, but please feel free to talk with any officer if you have further questions on this.

((4)) If a model inadvertently goes down on the adjacent landowners property, we are required to first call for permission before going to retrieve it. The adjacent landowners have reaffirmed that they wished to be reasonable, and said that if one of our models inadvertently goes down on their property we will be allowed to go retrieve it. However, as both hunters and horse riders use their land, they require that any member wishing to enter their property for the purpose of retrieving a downed model shall first call them and obtain permission before entering the property. Their names, address, and phone number are as follows>>Mr. and Mrs. Durham, 820 Firetower Road, tel. 864 225 1978. Please extend every possible courtesy to these landowners if you should have any occasion to come in contact with them. As an alternative to taking this step yourself, you may feel free to call any club officer for assistance in contacting these landowners on your behalf for retrieval of a downed model.

In closing, we would like to point out that our club has operated continuously since its establishment in November 2003, and most of that time has been in complete harmony with our surrounding neighbors. This is an excellent record by any measure and our club is proud of its history. However, as time marches on, properties change ownership (and some owners can be more sensitive to our activities than others), new houses get built, cell phone towers spring up, horse farms get established, etc, etc.....all of which continuously increases pressure on us to make sure that our noise and overflight footprint does not violate our neighbors legal right to enjoy their property. Even apart from the legal obligations, I am certain that every one of us modelers would feel a strong moral obligation to exist in harmony with our surrounding community. Therefore, we call on each and every one of our club members to assist in this effort by rigorously adhering to the overflight property boundaries laid out in the attached diagrams. Let us all look forward to a lot of good and safe flying in 2017, and without attracting any more complaints!

With kindest regards,



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A hand-drawn map of a flying club property. The map includes several roads: Firetower Rd. (top left), Slab Town Rd. (middle left), Hickory Rd. (top right), and Rockaby Rd. (bottom right). A dashed line represents the 'NEW SUBDIVISION BOUNDARIES'. A solid line indicates the 'RECOMMENDED FLIGHT PATH'. A shaded area is labeled 'LEASED FLYING CLUB PROPERTY'. A 'POND' is located near the top center. A 'RUNWAY' is marked with an arrow. A 'TREE LINE' is indicated by a dashed line. A 'DOUBLE J ARENA' is shown at the bottom. A 'DO NOT FLY PAST THIS BOUNDARY' warning is written in red. A 'No Fly Zone' is marked with a red dashed line. A scale of '1 TO 12,000' is noted at the bottom right. A north arrow is in the top left corner.

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WOODED AREA THAT
WE CAN MAKE
TURNS OVER

RECOMMENDED FLIGHT PATH

LEASED
FLYING CLUB
PROPERTY

W. TWENTY SIX CREEK

LOCK ABY RD.

RUNWAY

TREE LINE

DO NOT FLY
PAST THIS
BOUNDARY

**NO
FLY
ZONE**

SCALE: 1 TO 6,000

