

PGRC Rules for First Person View, Failsafe, Stabilization, and Autopilot Systems	
1.	Follow all posted AMA and PGRC safety rules.
2.	All flights must be within visual line of sight (VLOS).
3.	All First Person View (FPV) flights require a spotter who is a soloed AMA pilot.
4.	Pilots with an FPV and/or autopilot-equipped model (where the autopilot technology can include stabilization, geo-referencing, and/or fail-safe capabilities) must be capable of flying the model under conventional RC (i.e., a soloed pilot) before engaging in FPV or autopilot flight.
5.	Novice FPV pilots must use a buddy-box system with a spotter/instructor until they qualify for solo FPV flight.
6.	During an FPV flight, the FPV spotter must be prepared to acquire the transmitter/control from the FPV pilot and assume conventional radio control of the model aircraft at any time safe operation of the flight is in question.
7.	If an FPV or autopilot flight experiences a safety issue that does not appear to be a brief glitch, the pilot must abandon FPV or autopilot mode and continue the flight under conventional RC.
8.	Before the initial flight of an FPV or autopilot model aircraft, and/or after any changes or repairs to essential flight systems, the FPV model aircraft must complete a test flight under conventional RC.
9.	Model aircraft flown FPV or autopilot are limited to a weight (including fuel, batteries, and onboard FPV equipment) of 15lbs. and a speed of 70mph.
10.	Pilots must be able to instantaneously deactivate programmed flight of autopilot systems at any time during flight and resume manual radio control of the model aircraft.

PGRC Rules for Multi-Rotor and Helicopter Flying

Unless otherwise stated below, references to multi-rotor models apply equally to helicopter models.

1.	Multi-rotor models may not be flown out over the field beyond the runway in the regular flight area when fixed-wing model aircraft are being flown.
2.	When pilots of both fixed-wing and multi-rotor models are present at the field, they are urged to coordinate with one another for flight time for their particular model. In instances where flying time for each type of model cannot be negotiated (e.g., when the field is crowded and there are many of each type of model present), the first 15 minutes of each hour will be designated for multi-rotor flying, and the remainder of the hour designated for fixed-wing flying.
3.	Small multi-rotor and electric helicopter models (weighing less than 3 pounds) may also be flown in hovering-type maneuvers immediately in front of the pilot and at low altitudes (less than 100 feet AGL), in the areas at the north and south ends of the field behind the flight line and forward of the “no taxi” signs. It is the pilot’s responsibility to ensure that there are no persons in the immediate area who could be endangered during the flight. Larger models (e.g., 60-size helicopters) may not be flown in these areas. Provisions for Rule 3 will normally not apply during scheduled Club events, except as allowed by the Contest Director (CD).
4.	Absolutely no flying is allowed over the pit area, pavilion, or the parking areas when there are others present at the field.
5.	Multi-rotor flights outside the areas designated in items 1 – 3 above may be conducted (e.g., for photographic or video collection flights) only if agreed upon by the other pilots present.