



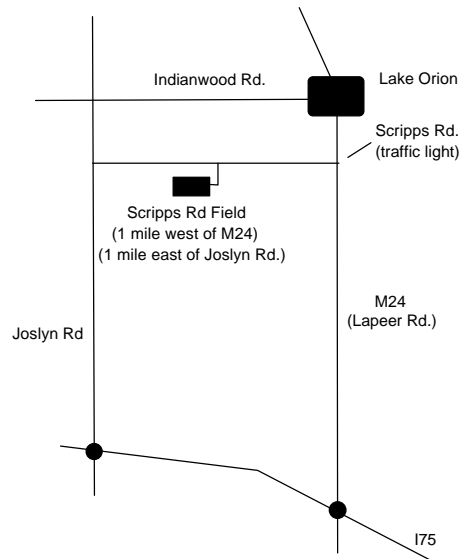
Academy of Model Aeronautics

Field Rules 2004

FLYING FIELDS: GENERAL

1. All vehicles entering the Scripps Road flying field must have a State Park Motor Vehicle Permit. Permits can be obtained at the Ranger Station in the Park. (On certain occasions we have them available at our meetings or the field.)
2. No one shall fly or be in the pit area if under the influence of alcohol. Use of non-prescription controlled substances on Club property is prohibited.
3. Hours for flying are posted at the field. No equipment should be run on the ground or in the air before or after these hours (10 AM to 8 PM).

SCRIPPS FIELD LOCATION



FLIGHT RULES

1. AMA and Skymasters memberships required.
2. All transmitters must be narrow band (gold sticker equivalent) and stored on the impound stand when not in use.
3. A frequency may be blocked for a maximum of 15 minutes. This is to allow others the opportunity to fly. The time is determined from the moment you place your pin on the board until the time you remove it, regardless of whether the plane got into the air.
4. No flying over or behind the flight line. Aircraft returning to pit must end taxi at flight line. (Note the flight line is infinitely long. It does not stop at the ends of the runway.)
5. Engines must be muffled to 94 dBa on the ground at 10 feet from the propeller (See the Club President for Club dB meter. Note the Park Ranger at Bald Mountain has a dB meter and knows how to use it!)
6. A fire extinguisher is required when using gasoline.
7. Running engines in pit area must have the propeller pointed toward field.
8. The line of flight and the direction of pattern will be determined by wind direction and members present at the field.
9. Pilots, while flying, will stand at one of the provided flight stations (behind the protective barrier).
10. All new, repaired or altered aircraft must be safety inspected before flight by an instructor or competent pilot. Test flight of the aircraft will begin and end at the center of the field.
11. All pilots shall secure the assistance of a more advanced flyer when attempting to fly an aircraft that stretches the limit of their ability. **Place safety above ego.**
12. It is the responsibility of all members to stop the flight of unsafe aircraft or pilots and to enforce all of the above rules.

PHILOSOPHY

The aforementioned rules are a minimum to promote safety. Maximum safety can only occur if we go beyond the mechanical functions to the basis of safety, courtesy and patience. Only by displaying both of these virtues can the most possible control of a situation be realized. Most accidents happen when discourtesy or impatience is allowed to assume control of one's emotions, creating hurried actions that result in errors in judgment. Noise is going to be of concern to some neighbors as long as it exists. We should always be aware of the potential loss of our flying fields due to errors in judgment by any member. We must not just live up to the "letter of the law" but also go beyond and try to meet the Spirit by reducing noise through use of the best available muffling devices and flying techniques. Let's preserve our flying field.

PLEASE FOLLOW CLUB RULES

FLYING PROCEDURES CHECKLIST

1. Place transmitters in the impound stand. Be sure it is turned off.
2. Place the rest of model equipment in pit area.
3. Prepare your model for flight.
4. Have any new model safety checked by instructor, qualified builder, or older Club member for any defects; if okay fuel up.
5. New members must make arrangements with a flight instructor before proceeding further.
6. Check impound stand and participants at field for availability of your frequency pins.
7. When your frequency and a flight block are available put your membership card in the slot behind your frequency, take your frequency pin, and take your transmitter from the impound stand. (Make sure you have correctly reserved your frequency.)
8. Turn on the transmitter first and then the receiver.
9. Range check transmitter every day before beginning that days flying. (At least a 50-foot range with your transmitter antennae fully collapsed.)
10. Start the engine and operate the controls at idle and at full throttle to check for glitches and excess vibration.
11. Move model bodily by carrying or pushing out past the flight stations to the flight line. This is the only point from or to which the model can be taxied.
12. Move behind the protective barriers, taxi your model to middle of field and take off into prevailing wind direction.
13. Fly your plane in safe manner, away from flight line, pit area, parking lot, and other designated areas that may be posted. Land in proper direction as decided by the pilots present at the time.
14. Total pin time is 15 minutes, whether or not you get your plane in the air. Notice it says pin time not flight time. Please do not abuse this rule.
15. At the end of your flight, stop the engine, turn off the receiver first, then the transmitter. This is to avoid losing control of the airplane in the event another transmitter "overrides" yours. (The engine could unintentionally rev up).
16. Return your transmitter to the impound stand and pick up your frequency pin. A normal rule of etiquette is to leave your frequency open for at least five (5) minutes to allow other people on your frequency a chance to fly.
17. When done flying for the day, remove all equipment from pit area. Remove transmitter from impound stand, making sure transmitter remains off.

Check to make sure you have all your equipment and trash. Lock gate on way out if you are the last Club member to leave.