

Arizona Model Aviators Safety Code

1. The Academy of Model Aeronautics Safety Code will be observed at all times. This code is posted on the bulletin board at the field.
2. All pilots using the field will observe the Club's Safety Officer's requests. The Safety Officer has the authority of the executive board to submit a grievance or ground airplanes or pilots that present potential safety hazards. Disputes over safety rule interpretations will be discussed and resolved at the next board meeting.
3. Any non-member who wishes to fly at Superstition Airpark must have a current Academy of Model Aeronautics License, and purchase a day pass. The safety rules are on the day pass.
4. The non-member must understand and obey all posted safety rules. Not knowing the rules is not an excuse for not following the field rules. Unless the non-member is known to be a competent pilot by a current member, the non-member may be checked by a qualified Club Instructor or Safety Officer.
5. Airplanes shall not be started in any area other than the aircraft start up boxes or starting tables, located in the starting area. The only exception to this rule is starting or running an engine in the test stand at the east end of the field. A second person should always hold the aircraft during engine starting if possible. The aircraft's prop blast must be directed towards the runway. Electrics will not be armed until they reach the flight station.
6. Airplanes that are not next in line must remain on the Ramada side of the double yellow lines.
7. All 50 mhz. & 72 mhz. transmitters must attach the proper frequency number on the transmitter at all times. Club events will be dealt with as the situation requires. Pilots using 2.4 GHz transmitters do not need a pin but must wear their club tag in a visible location.
8. Spotters are not a requirement but are highly encouraged.
9. Pilots flying aircraft must remain behind the cement curbs within the marked pilot boxes. Only pilots, spotters and instructors are permitted to occupy the pilot boxes during aircraft operation. Only one piloted aircraft per box is allowed except when launching a glider from a carrier plane or a tow plane. After launch, the tow or carrier plane must land as soon as safely possible. They will be counted as one plane as the glider isn't powered and the tow plane is coming right down. This way no more than (5) five aircraft will be in the air at one time.
10. Before entering the runway, pilots must loudly announce their intentions. Never taxi onto the runway before checking for landing aircraft. All takeoffs and landings will be into the prevailing wind. Always check the windsocks for wind direction. Notify all other airborne pilots if the wind changes and you choose to takeoff in a direction counter to the existing pattern. Notify all other pilots if a wind change causes a change to the in flight pattern direction before changing to that direction.

11. Pilots making touch and goes or a full stop landing must loudly announce their intentions. All landing aircraft have precedence over aircraft taking off. "Dead stick" landings have precedence over all other flight operations.

12. The only maneuvers permitted over the runway are takeoffs, landings, touch and goes, landing approaches and emergencies.

A. HI and LOW speed passes that are not intended to be landings must be made no closer than the north edge of the runway. All forms of aerobatics and 3D type maneuvers shall take place north of the berm on the north side of the runway.

B. Small Park Flyer type aircraft and helicopters are to follow the same rules as normal aircraft. If this is not possible, they are to use the auxiliary runway.

13. If an aircraft must be carried out onto the runway for a takeoff, this intention must be previously announced to any other pilots. A pilot helper must carry the aircraft and the pilot must remain in the pilot box. The helper must promptly clear the runway when the aircraft is released.

14. No person shall stand at the edge of the runway.

15. No engine restart shall be made on the runway, except as allowed by the contest director at a club event.

16. All flying must be done in front of the "deadline" formed by the white lines immediately in front of the pilot boxes and extending to infinity in an east/ west direction. Takeoffs must be done on the runway and not in the taxi way.

17. Members should be aware of the no smoking and no turbine signs posted during dry spells as needed. There will be notification in the newsletter when these restrictions are in effect and until they are lifted.

18. Helicopters shall fly the same pattern as fixed wing aircraft but only from the far corners of flight stations 1 & 5. This will be considered as the flight station being occupied and no one else shall use those stations as long as a helicopter is operated from them. There is to be no hovering over the runway unless you are the only one in the air. There will be no students taught to fly helicopters at the field unless you are the only ones at the field.

19. The auxiliary runway is for small electrics only. The flight envelope will be on the west side of the runway. The northern boundary will be the fence running east & west in front of the bleachers unless cars are parked nearby.