

## **Arizona Model Aviators Standing Rules**

Section A: Standing rules are to provide for timely implementation of procedures in the administration of club activities. These procedures and rules shall be decided by the board and implemented by the various committee officers and members as a part of their duties.

Section B: The use of the Arizona Model Aviators flying site (Superstition Airpark) by members and non-members must adhere to all standing rules.

1. The Academy of Model Aeronautics Safety Code will be observed at all times as well as the club standing rules. They are posted on the bulletin board at the field.
2. All pilots using the field will comply with the Club's Safety Officer's requests. The Safety Officer has the authority of the executive board to ground pilots that present safety hazards.
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 at the field with a club member. Rules are posted on the bulletin board at the field.
4. The non-member must understand and obey all posted rules. Not knowing the rules is not an excuse for not following the 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 or Board Member.
5. Airplanes shall not be started in any area other than the aircraft startup 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 west 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. Electric aircraft shall only be armed for flight at the starting area. An electric aircraft may have its drive battery connected to the ESC outside of the starting area only when equipped with a mechanical or electronic arm/disarm device activated to cut-off the electrical power from

the drive battery to the ESC. The arm/disarm device shall not be deactivated to arm the aircraft for flight until the aircraft is in the starting area. An ESC on/off switch that turns off the ESC does not qualify as an arm/disarm device under this rule. Never run your engine, gas turbine, electric motor in the same flight box while another pilot is flying. Prolonged motor testing and tuning shall not be done in the flight stand.

6. Airplanes that are not next in line for a flight station must remain on the Ramada side of the double lines.

7. All 50 mhz. & 72 mhz. transmitters must attach the proper frequency number "pin" on the transmitter during use. Pilots using 2.4 GHz transmitters do not need a pin but must wear their club tag in a visible location.

8. Pilots are encouraged to use a spotter, but not a requirement.

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. No more than (5) five aircraft will be in the air at one time. Tow planes for gliders will not be counted as long as the tow plane lands immediately after releasing glider. Multi-rotor aircraft will be an exception to this rule. They will however only be allowed to fly as an exception if they are flying in the area designated for them at the East and West end of the flight line see rule #18.

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 inflight pattern direction before changing to that direction. During a cross wind situation, a flight pattern direction is designated by the pilots currently in the air.

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

over all other flight operations. All takeoff and landings shall take place as close as the center-line as possible.

12. The only maneuvers permitted over the runway are takeoffs, landings, touch and goes, landing approaches, missed 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. Taxiing in the pits (South the safety fence at flying station) is strictly prohibited for any kind of powered model.

14. No person shall stand at the edge of the runway during flight operations.

15. No engine restart shall be made on the runway.

16. All flying must be done in front of the "deadline" formed by the 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 signs posted during dry spells.

18. Helicopters and Multi-Rotor aircraft shall fly the same pattern as fixed wing aircraft. Flying only from 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 or at the auxiliary runway. Multi-Rotor aircraft may fly from the helicopter stations at the either end of the flight line, if they can fly the aircraft pattern. If the multi-rotor pilot cannot fly the aircraft pattern then he may fly in the area between the bleacher fence and the South edge of the runway. The multi-rotor pilot should stand in the flight box at the orange fence running North and South at either end of the flight line or at the auxiliary runway. The Multi-Rotor pilot may not fly South over the fence or North over the main runway. The multi-rotor pilot may not fly further East or West than the end of the bleacher fence line. When spectators are present no flying higher than the fence. The multi-rotor pilot may use this area if all flight stations are occupied. There should be a spotter with the pilot as he will have his back to the flight line and cannot see incoming aircraft.

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

20. Clear all equipment after landing: starters, batteries, fuel, etc.

21. In the event of a crash it is important that you retrieve as much of the debris as possible.

22. Let other fliers know when you go for retrieval of a crashed plane that you have some form of communication. Please bring Cell Phone with you and provide your cell phone number to others at the field when possible.

23. A closed loop system or catch pan is required for all fueling.

24. Always wipe all oils and fuels immediately from starting tables and setup tables.

25. There will be no flying of gas or nitro powered aircraft before 7:00 a.m.

26. 3D Flying – If no one is flying, 3D Flying is permitted over the center line and out north of the runway.

27. You must be a National Jr member, senior member, or open member of AMA to be a member of our AZ Model Aviators. AMA Park Flyer membership will not be permitted as it does not carry the same insurance certifications required by AMA National to cover AZ Model Aviators as a club.

28. To be a Contest Director for AZ Model Aviators AMA sanctioned events at AZ Model Aviators Superstition Park Field, you will need to be a member of AZ Model Aviators for at least two (2) years

Section C: New members should have a club member help them to understand the club standing rules.

Section D: Overnight usage or occupation of the field is prohibited.

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