

Field Operations 06/23/08, Revised 1/23/12, 5/29/13, 7/8/14, 10/10/14

The following operational procedures have been approved by the Board of Directors. These Procedures are to be in compliance with the Academy of Aeronautics (AMA) Rules and Regulations and to provide safe enjoyment of all members.

FUN, FELLOWSHIP AND FLYING WILL ALWAYS BE RULE #1

Section 1. All activities will follow the guidelines set by the AMA in the current charter year Official AMA National Model Aircraft Safety Code document #501 on the AMA Web Site and posted at our AMA Chartered flying site.

Section 2. Specific Site Operational Safety Regulations as follows:

1. Noise Abatement:
  - All flights should be limited to 400 feet of altitude above ground level. AS A REFERENCE THE TOWER IS 160 FEET TALL.
  - All flights should be limited to 10 minutes in duration.
  - Aircraft with engines exceeding 50cc should maintain 15 minutes intervals between flights.
  - Aircraft with engines larger than .60 2-cycle and .91 4-cycle will be tested for compliance with the AMA mandated sound limit of 96 dB measured at 20 feet from the aircraft.
2. The frequency control board will be used anytime there is more than one pilot present.
3. All pilots will be responsible for posting their frequency paddle on the frequency board and verifying that there is no frequency interference prior to turning on a transmitter.
4. All take-offs and landings will be announced as well as direction of maneuver.
5. A new or extensively repaired aircraft must be site-inspected by a second qualified pilot to ensure that it is safe to operate.
6. As a courtesy, all new or extensively repaired aircraft will be given the right-of-way with clear open sky and no other aircraft operating.
7. No intentional over flying or buzzing of the pits, parking or spectators will be allowed.
8. No flying will be allowed during the time we are mowing the operational areas of the runway or the pits as well as any time the farmer is attending crops in the over-fly area.
9. Keep extended ground running of engines, such as break in, to a minimum and should be performed in an area well away from the pits to prevent sound interference from pilots who are flying.
10. No engines are to be started unless retained by mechanical means or by an assistant such as a caller. All aircraft will be placed, by hand, on the active

- runway. Aircraft are not to be taxied in the pit area.
11. The pit area is the buffer area between operational aircraft and spectators (including idle pilots). This buffer will give people some time to react should an aircraft become uncontrolled or inappropriately misdirected towards spectators. The pit area is the area between the road and the runway. This area will be used only for readying aircraft for flight. No aircraft will be flown in or taxied in the pit area. Idle pilots and spectators will remain outside the pit area. Portable aircraft stands will be kept a minimum of fifteen (15) feet back from the runway, on a line with the permanent aircraft stand.
  12. No more than a total of 3 aircraft in the air at a time unless there is a competitive event or agreed upon by pilots operating at that time.
  13. When taxied back to the pit area after landing, aircraft should not be pointed at the pit area. This is to preclude having a run away aircraft enter the pit area and possibly causing injury. Instead, aircraft should be taxied parallel to and stopped adjacent to the pit area.
  14. Guests are welcome and can fly if they have a current AMA license and are being hosted by a current Mavericks member. Hosting member must be present for guest to fly. Guest flyers are limited to 3 flying visits, after which they must join the Club.
  15. Pets are welcome but must be controlled by the owner at all times (for example: leash, lead, crate, etc.).
  16. Trash Policy: “YOU MAKE IT YOU TAKE IT” including cigarette butts.

Section 3. Any violation of the AMA Safety Code or this document may result in disciplinary action to be determined by the Board of Directors.

