

# **ANTELOPE VALLEY TAILWINDS, INC. MODEL AIRPARK**

## **FIELD REGULATIONS**

(Amended October 2006)

### **INTRODUCTION:**

AVTI is an organization committed to creating a positive opportunity to enjoy radio controlled modeling in the safest manner possible. The Board of Directors for the organization recognizes this obligation to preserve this club's integrity. You are a vital link in the chain of accountability for safety at the Airpark. All of us must participate to ensure we maintain the highest standards. In this way we can reduce hazardous exposure to others during normal flying operations. The "Field Regulations" provide you with a summary of the standards and responsibilities that govern our activities as modelers. Finally, whenever you have any questions about what you should or should not do that can't be answered adequately by fellow members, a board member will provide the answer. Please join in and give your full support in creating and maintaining the safest, fun filled environment possible for everyone.

### **AIRPARK USAGE**

1. Academy of Model Aeronautics (AMA) rules and regulations shall be complied with at all times.
2. The Facility is for model aircraft only
3. Flying is restricted to club members and guests. Guests must have in possession a current AMA license when flying. A current AVTI member must sponsor guests. When guests are using the Airpark facilities, the AVTI sponsoring member is responsible for their guest's activities, abilities and conduct.
4. The AVTI Airpark has two flying areas. The North Area includes the paved runway, taxiways and pit area north of the parking lot. The South Area currently includes the smoothed circle south of the parking lot.

### **SPECTATORS and GUESTS**

5. Spectators are welcome but must remain south of the pit area unless accompanied by an AVTI club member.
6. Parental control of small children must be exercised at all times. All youngsters must remain south of the pit area.

### **FREQUENCY CONTROL**

7. The frequency control at the Airpark consists of the frequency paddle stand located near the center of the pit area. Prior to turning on a transmitter, the owner must rotate up

the paddle that corresponds to the frequency of their transmitter. The owner will then use a clothespin or other such device to pin the paddle in the up position. They will also place their AVTI membership card or a facsimile of such on the paddle. They are then clear to turn on the transmitter. Flyers using the South Area will use one of the red clothespins on the stand to indicate their use of the frequency. The new 2.4 GHz Spektrum radios are not required to use the frequency control system.

8. If another pilot is using the frequency paddle, those waiting for the frequency will indicate that by placing their pin on the side of the paddle. If others are waiting for the frequency, possession of the channel shall be limited to fifteen (15) minutes. NOTE: No one shall remove ANOTHER'S pin from frequency control paddle and REPLACE it with their own.

9. The use of an impound area during events will be up to the discretion of the organizers or CD of that event. An appropriate area will then be used as the impound.

## **FACILITIES**

10. Consumption of alcoholic beverages at the Airpark is forbidden at all times.

11. Anything brought to the flying field shall be removed when you depart. Broken props, models, soda cans, rubber bands, rags, paper towels, empty fuel containers, etc. shall be placed in trashcans provided. Cigarette butts must be disposed of in a trash receptacle, not on the ground!

12. Port-a-Potties are provided for your convenience. Please knock on the door before entering and lock the door while inside.

## **PIT AREA**

13. Only club members, their guests and escorted spectators are allowed in the pit area.

14. Extended running of engines at high throttle/rpm for tuning or break in purposes in the pit area is not allowed. Use the paved area at the East End of pits for this purpose. If the transmitter is required, 15 minutes maximum usage if others are on your frequency.

15. Tail of aircraft must be positioned toward runway during start and run up. Do not aim prop wash at other modelers or their models.

16. Taxiing a model into the pit area is prohibited. After landing, taxi off the runway using the taxiway. Stop the model and shut off the engine at the white line on taxiway. Turn off the receiver, transmitter, pit the model and if someone is waiting for your frequency, remove your pin from the Frequency Control Paddle.

17. Models shall be constrained by the pilot, a helper or other means during the engine start and until positioned for taxi from the pit area. At this point taxiing is permitted to the pilot line at which time model is stopped and intentions are announced to other fliers.

## **PARKING AREAS**

18. Parking next to pit area is designated for pilots with model aircraft only. There are designated handicapped parking areas in the center of the pit area.

19. Spectators are requested to park their vehicles on the south side of parking lot. Note: Port-a-Potties are on the south edge of parking lot.

## **SAFETY**

20. Any model that has been crashed regardless of how minor the event may have seemed should have the following items checked prior to any further flights:

Control surface hinges, pushrods, and connectors

Servo connectors, arms, mounting screws

Receiver connector, antenna

Engine mount, mounting screws, and prop for damage

Wing and fuselage for structural damage

Switch harness and connectors

Battery lead and connector

Wing mounting bolts

Radio Range Check

21. All two stroke engines over .10 cubic inch displacement shall be equipped with an effective muffling device of the following type: expansion chamber, flow-through silencer, or muffled tuned pipe. NO exhaust header stack type mufflers are allowed.

22. Safety prop nuts or spinners are recommended.

23. Per LA County Fire Code, the following Regulations are in affect concerning the use of the Burn Barrel,

A. There must be sufficient water available at the field to thoroughly douse the fire when concluded.

B. The fire must be attended at all times.

## **FLIGHT RULES**

Air traffic control at our Airpark should be mostly a combination of common sense and courtesy, with a bit of the 'Golden Rule' applied. However, in order to make sure everyone is thinking the same, a few basic rules need to be established. Listed below are those basic rules.

24. There are two flying areas established at the Airpark. The North Area includes the paved runway and pit area. The South Area is the smoothed area south of the parking lot and is intended for helicopters, parkflyers, foamies and controline models. Until the South Area is fully improved, it is not required that these aircraft use only the South Area.

25. When using the North Area the flying should be north of an imaginary line running east-west of the fence line and extending to infinity in both directions (to be known as the SAFETY LINE). If there is more than one model in the air in the North Area all flying will be kept north of the north edge of the runway. A maximum number of five models are permitted in the air at the North Area at one time.

26. Sailplanes working thermals are allowed to fly south of this line but are not to fly over the pit area or the parking lot. Ultralight models such as flat foamies and parkflyers can fly south of the line but only at the East End of the runway/pit area. When flying helicopters in the North Area if there are others flying the helicopter pilot should limit hovering over the runway to a minimum.

27. When using the South Area all flying will be south of the parking lot and will not overfly the Porta-Potties or the Container. All flyers must follow the frequency control as stated in paragraphs 8 & 9.

28. Take-off and landing shall normally be into the wind, but is always at the discretion of the pilot. When preparing to take-off or land, the pilot should always notify other pilots in the air by shouting out his intended actions.

29. If, at any time, a pilot needs to deviate from these general rules, he will shout out loud and clear his intentions to deviate from the norm, particularly if there are other aircraft in the air. In addition, the intended takeoff or landing will only be accomplished when the pilot is sure that he is not interfering with another aircraft that may be taking off or landing in the normal direction.

In other words, check the airspace around the runway prior to proceeding.

30. Following take-off, the pilot must always make his initial turn away from the pit area.

31. While there are other pilots on station, high speed, low altitude 'burn runs' over the runway will not be tolerated. If yours is the only aircraft in the air, and no others are preparing to take-off, burn runs are permitted; but make sure that it is safe.

32. The pilot should always announce his intentions to land to the other pilots. This will also hold true for practicing touch and go landings. When preparing to land, an approach pattern should usually be established with a downwind leg, base turn and a final turn. This pattern must be flown on the north side of the runway (no part of it may ever be south of the safety line). The altitude at the beginning of the approach should be low enough (preferably less than 100 feet) so as not to interfere with other aircraft in the air

A pilot must let his intentions be known if he is going to deviate from the normal procedures.

33. An aircraft that is landing always has the right of way over an aircraft that is preparing to take-off, but not yet on the runway. If an aircraft is on the runway when another pilot announces his intentions to land, the pilot preparing to take-off should clear the runway by immediately taking off (if ready to depart) or taxiing off of the runway (if not ready to depart).

34. An aircraft that has gone 'dead stick' has the right of way over any aircraft that has power (including an aircraft whose pilot has announced his intentions to land but is still in the approach pattern). The dead stick pilot must alert the other pilots of his situation by shouting out "dead stick". Aircraft preparing to depart must clear the runway immediately and in-flight aircraft must give way.

35. If a model must be carried out onto the runway for take off, this intention must be previously announced to any other pilots. Pilots pursuing this practice must promptly clear the runway when the model is released.

36. When there is more than one pilot flying, pilots must stand at the marked "pilot stations" located on the pilot line when flying. Only pilots, instructors, spotters and escorted guests are permitted to stand at the "pilot stations".

37. When there is more than one aircraft flying, no pilot shall stand north of the pilot line.

38. Hand launching in the North Area is permitted only north of the pilot line. Positively NO hand launching from south of the pilot line. Hand launching is permitted in the South Area.

39. In case of a model malfunction in the air (radio or mechanical), promptly announce the problem to the other fliers in a loud voice several times.

40. Any person wishing to retrieve a model from the runway or needing to cross the runway must remain behind the pilot line until the model has come to a complete stop. Intentions are then announced to all other fliers.

41. Engine restarts on the runway shall be performed with discretion. Example, no other models are airborne or taxiing from pit area. Make your intentions known prior to attempting restart.

42. Turbine powered aircraft must be operated in accordance with all AMA Turbine Operating procedures. AMA Turbine waivers are required for all turbine operations, either during ground runs or flight. Turbine waivers must be in possession and available for inspection during all operations. Turbine engine startup area is defined as north of the engine shutdown lines on either the east or west taxiways.

## **CONCLUSION**

It is important to realize that these rules are a guideline for safe operations. All members and guests are responsible for conducting their operations in a safe and reasonable manner.

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