

# **ANTELOPE VALLEY TAILWINDS, INC.**

## **FIELD REGULATIONS**

Updated 12/07/11

### **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. 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.

### **ARTICLE I - AIRPARK USAGE**

- 1.** Academy of Model Aeronautics (AMA) rules and regulations shall be complied with at all times. Model rocketry operations must follow the National Association of Rocketry Model Rocket Safety Code.
- 2.** The Facility is primarily for model aircraft. Use of the facility for other purposes will be approved by the membership.
- 3.** Flying is restricted to club members and guests. Guests must have in possession a current AMA membership card 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.** If asked by another member or a club official, members must produce their current AVTI and AMA membership card. If unable to show these cards they must produce a picture ID and then their name can be checked on the Club Roster posted at the field. If they are not shown as a current member on the Roster they will not be allowed to fly. The Field Marshall will maintain the Club Roster.
- 5.** The facility has a locked gate using a combination lock. Members are given this combination. The first member arriving will open the gate. The last member leaving is responsible for closing and locking the gate. The combination will be periodically changed and all current members will be updated with the new code.
- 6.** The AVTI Airpark has three flying areas. The North Area includes the paved runway north of the parking lot. The South Area currently includes the smoothed area south of the parking lot. The Helicopter Area is the area to the east, which includes the two concrete landing pads and the shade structure.

7. The club generator is available for use during flight operations. Each member of the Board of Directors has a key to the container and if needed they will open the container and operate the generator.

## **ARTICLE II – SPECTATORS and GUESTS**

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

## **ARTICLE III - FREQUENCY CONTROL**

1. Frequency control of radios other than 2.4 GHz Spread Spectrum equipment consists of the frequency paddle stand located near the center of the pit area. Prior to turning on such 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.
2. Flyers using the South Area will use the same frequency paddle stand if not using 2.4 GHz Spread Spectrum equipment.
3. Fliers using the Helicopter area will only use 2.4 GHz Spread Spectrum equipment.
4. Pilots using 2.4 GHz Spread Spectrum radios are not required to use a frequency control system.
5. When using the frequency paddle stand, 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 the frequency control paddle and REPLACE it with any other pin.
6. The use of an impound area during events will be up to the discretion of the organizers or CD of that event

## **ARTICLE IV - FACILITIES**

1. Consumption of alcoholic beverages at the Airpark is forbidden at all times.
2. 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. Please dispose of larger items in the Waste Management container to the south of the pit area. Cigarette butts must be disposed of in a trash receptacle, not on the ground!

3. Port-a-Potties are provided for your convenience. Please knock on the door before entering and latch the door while inside.
4. Owners are responsible for their pets behavior at all times.

#### **ARTICLE V - PIT AREA**

1. The Pit area is defined as the area south of the Safety Fence up to the south edge of the blacktop.
2. Only club members, their guests and escorted spectators are allowed in the pit area.
3. 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 or, if not in use, the Helicopter Area, for this purpose. If the transmitter is required, 15 minutes maximum usage if others are on your frequency.
4. Tail of aircraft must be positioned toward runway during start and run up. Do not aim prop wash at other modelers or their models.
5. Use of the starting tables is encouraged. They are for starting and adjusting a model prior to flight. Please keep the tables clear for the next pilot.
6. 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. If the model is electric, follow all appropriate shutdown procedures to insure the motor system is off. Turn off the receiver, transmitter, pit the model and remove your pin from the Frequency Control Paddle.
7. Models shall be constrained by the pilot, a helper, the starting table 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.
8. Electric models should not be left unrestrained if the motor power system has been armed.

#### **ARTICLE VI - PARKING AREAS**

1. Parking next to pit area is designated for pilots with model aircraft only. There are designated handicapped parking areas at the center of the pit area.
2. Spectators are requested to park their vehicles on the south side of parking lot. Note: Port-a-Potties are on the south edge of the parking lot.

#### **ARTICLE VII - SAFETY**

1. Members are responsible for the integrity of their model. Range Checks, control operation, battery condition, structural integrity, etc., should all be checked by the owner or pilot prior to flight.
2. Any model that has been crashed regardless of how minor the event may have seemed shall be checked prior to any further flights.
3. 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.
4. Safety prop nuts or spinners are recommended.
5. The owner must monitor charging of electric battery packs. Only suitable chargers designed for the type of battery chemistry being used must be used.
6. The blue container in the center of the pit area contains a First-Aid kit, water to douse a brush fire and a fire extinguisher. It is locked with a combination lock that has the same combination as the gate. The first member arriving at the field should unlock this container. The last member leaving is responsible for closing and locking this container.
7. 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.

## **ARTICLE VIII - 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 rules need to be established. Listed below are those rules.

1. There are three flying areas established at the Airpark. The Runway Area includes the paved runway. The South Area is the smoothed area south of the parking lot and is intended for helicopters, parkflyers, foamies, gliders, model rockets and controline models. The Helicopter Area is the facility to the east and it includes the two concrete landing pads and the shade structure.
2. When using the Runway Area the flying should be north of an imaginary line running east-west of the fence line and extending in both directions (to be known as the SAFETY LINE). A maximum number of six models are permitted in the air at the Runway Area north of the safety fence at one time. Additional Micros, Parkflyers, etc. may be flying at the east end.
3. Sailplanes working thermals are allowed to fly south of the safety 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 Area and not over the pit area or parked vehicles.

**4.** When flying helicopters at the Runway Area, if there are others flying airplanes, the helicopter pilot should limit hovering over the runway to a minimum. If a member is at the Runway Area to fly both airplanes and helicopters, it is encouraged to use the South Area for helicopters when there is significant airplane activity on the Runway Area.

**5.** The Model Rocket launch site at the Runway Area will be the Run-up pad to the east. The South Area can be used for launching model rockets. If not in use, the Helicopter Area can also be used for launching. Prior to launching a model rocket at the Runway Area call out the launch to other pilots similar to a take-off or landing. Wind drift should be considered when launching to avoid the rocket landing in the Pit Area.

**6.** 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 Article III, paragraphs 1, 2 and 4.

**7.** When flying at the Helicopter Area only 2.4 GHz Spread Spectrum radios are to be used. Models must not be flown over the parking area, the entrance road or the shade structure. Only two models airborne at a time are permitted.

**8.** 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 flying by shouting out his intended actions. Only taxi on to the runway after verifying the runway is clear of departing or arriving aircraft.

**9.** 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.

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

**11.** While there are other pilots flying, high speed, low altitude 'burn runs' over the runway are not allowed. 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.

**12.** 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 until final turn and approach). 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.

**13.** 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).

**14.** 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.

**15.** 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.

**16.** When more than one pilot is flying, extended 3D flying of airplanes (hovering, torque rolls, etc.) over the runway should be kept to a minimum. Communication between the pilots of their intentions is important.

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

**18.** When there is more than one aircraft flying, no pilot shall be located north of the pilot line.

**19.** Hand launching of larger models in the Runway Area is permitted only north of the pilot line. No larger models may be hand launched from south of the pilot line. Micro and Parkflyer type models may be hand launched south of the pilot line only when they are being flown at the east end of the Runway Area. Hand launching of any model is permitted in the South Area.

**20.** 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.

**21.** 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. Only if the conditions allow will they then proceed on to the runway or to cross the runway.

**22.** 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.

**23.** At times a pilot may desire to be able to fly without other models flying. Example would be for a very high-performance model or the first flight of a new or repaired model. Pilots desiring these Special Flights will notify the other members at the Area when they are ready to fly. Once the area is cleared of other flying models the special flight can begin. Once completed the area will return to normal operations.

**24.** 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 only a guideline for safe operations. All members and guests are responsible for conducting their operations in a safe and reasonable manner. Courtesy and Mutual Respect will help foster an enjoyable atmosphere. It is important to realize that the hobby is very dynamic. Changes can and will occur. Let us all use our common sense to keep our activities safe and enjoyable!

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