AMOS Flying Site Rules

Preparation and Flying:

1) Prior to flying, a pilot must attach their AMOS membership card to their person in a visible place. For Mavrix flyers, we will give the flyer a lanyard to use for this badge that must be worn in order to fly at our facility. If the flyer is not wearing their badge, they may be paused for flying until their badge is worn.
2) Announce your intentions LOUD AND CLEAR, when taking off, landing left or right, on the runway, dead-stick, etc. Prior to takeoff, a pilot shall stop his/her airplane at the entrance of the runway and announce the intention to enter the runway loudly.
3) All pilots MUST make their intentions know to the other pilots if they need to cross the runway to retrieve a "downed plan." They will call out to advise that they are going out on the runway to retrieve their downed plane and wait for plane traffic to cease prior to running out on the runway.
4) <u>All pilots must stage, start and launch from the same location.</u> Pilots must stand in the same "Pilots Cluster" when flying so they can communicate with each other. We have 4 "Pilot Clusters" along the Safety Fence. Each cluster has the numbers 1-4 and provides enough space for 4 pilots to stand and fly. The Pilot Clusters are named: North, Main, South and Jet (which is way South).We have installed a flag pole receiver (in the ground) at each cluster and provided a 6 foot pole with an American Flag. Depending on the number of pilots and the size of planes being flown we use the flag to delineate which cluster we should fly from. If the wind is coming from the South use the North Cluster and vice versa. If there is no wind use the Main Cluster. The jet guys will use the Jet Cluster for a north wind and North Cluster for a South wind as they need the whole runway. **<u>TALK TO EACH OTHER WHILE FLYING IF YOU ARE OUT OF THE PATTERN.</u>**
5) <u>If more than one pilot is flying all pilots must fly in the same general pattern.</u> This is typically an oval based pattern based on the direction of the wind at take-off. Exception is 3D , which is flown in the center of the flight pattern.
6) Dead-stick approaches have absolute priority over all other aircraft operations, call out if your plane does have a dead – stick on approach to let other pilots know what has happened.
7) Landing aircraft take precedence over aircraft taking off, you must wait until take off if a plane is landing.
8) Take offs and landing direction will be established by the active flyers with the prevailing wind direction as the determining factor.
9) The primary flight area is East of the centerline (away from the pits).
10) High speed passes must be over the far edge of the runway- away from the pits- even for "foamies."
11) Taxiing an aircraft to and from the runway (on the taxiway) is the only time any plane should be closer than the runway centerline.
12) The runway is for take-off and landings, not for hovering or doing passes. EXCEPTIONS: Doing a "Touch and Go" when safe and clearly announced ahead of the touch and go.
13) No flying is allowed behind the safety fence, pilot stations, over the pits and spectator areas and not over the parking area.
14) All pilots must have physical control of their airplane in the pit area.
15) No gas or glow engine break-in is allowed in the pit area.
16) No starting of combustion engines under the shade structures.
17) No takeoffs from the pit area are allowed.

General Rules:

1) A designated parent must be present and is responsible to supervise a child or children while at the AMOS Field. Parents CAN NOT drop kids off without adult supervision. The designated adult is responsible to manage the child's safety and insure all rules are followed while at the field even if this adult is the delegate of another parent. Children are under the age of 18.

2) AMOS members will be responsible for opening the site and ensuring that the site is secure upon leaving.
3) Non-members are not allowed to use the site without invitation and presence of an AMOS member.
4) All pilots are responsible for knowing and following FAA rules.
5) Helicopters shall be flown only in the helicopter area provided, however, with other pilots approval, a helicopter may be flown with fixed wing aircraft if the helicopter flies in the same manner as the fixed wing aircraft. A helicopter may take off from the runway vertically but must immediately transition to forward flight and enter the pattern.
6) People who are not piloting an aircraft should refrain from disturbing or distracting those who are. Leave the pilot alone to let them concentrate on their flying without distractions.
7) All pets shall be kept on a leash at all times and kept away from the pit area.
8) Smoking is not allowed in the pit area or under the shade structures.
9) Alcohol is not allowed while operating models or in the pit area or at flight stations.
10) The field may be closed for flight operations by the Field Marshall or their designee, during routine and/or special maintenance. No operations are permitted during this time. Engine run-up and other no-flight activities are permitted.
11) Please do not run in or through the pits at all due to safety reasons
12) Please no RC cars or trucks in the pits at all due to safety reasons
13) Normal flight operations may be suspended during special events at the discretion of the Contest Director (CD).
14) All air operations shall conform the AMA Safety Code. All FPV operations shall also conform to AMA Document 550.
15) Mufflers equal to or supplied by the manufacturer are required on gas and glow engines.
16) A Contest Director (CD) may suspend or modify these requirements at his/her discretion with the exception of documented safety issues.

Flying Etiquette:

We all share the field, runway and air. Most pilots prefer to fly with fewer planes in the air. All pilots appreciate talking to each other if you plan on doing something out of the norm for the AMOS facility. If there are only a few pilots at the field you will have more latitude, so use your best judgement. You must look at what the other pilots are doing, and pay attention to the situation, talk to the other pilots and introduce yourself, talk to them about what you will be doing etc.

Please be considerate for the older AMOS pilots as they are to follow these guidelines too

These are the recommended guidelines:

- Fly only 2 batteries back to back then pause, look around to determine if you should wait and let others fly.
- If you are going to go up and fly as a GROUP, please walk down the fight line and let the other pilots know. They will stay out of your way and appreciate the notice.
- Please give Turbine Jets priority. Hold up flying until they land. There max flight time is 7 minutes. They have been asked to be considerate as well and will wait until there is a “pause” in flying. Most Turbine Jets cost $6,000 or more. You don’t want to be the guy involved in a Turbine Jet “mid-air.
- When appropriate “Like Models” flying together (like all 3D or all Turbine Jets) makes sense because the flight pattern will be similar. Consider this particularly when the field is busy.