

Riverside Aero Modelers Society

RAMS Field Regulations

March 2016

- a. Common courtesy shall be observed while visiting the field.
- b. The RAMS club is a family oriented club. Profanity is discouraged. Please use common sense to not offend visitors and pilots.
- c. All pets shall be under control at all times. If in the event a pet is loose and causes an incident at the field, the owner of the pet shall bear all responsibility for the incident that may have occurred.
- d. All members shall be considerate of trash. If you create trash at the field, you must take it with you. Let's keep our field clean at all times. Leave No Trash Behind.
- e. Traffic on the gravel road to the field must not exceed **10 MPH**.
- f. Have fun.
- g. If you are the last member to leave the field, please be sure to lock up the gate. If you are the last one to leave and there are other spectators / visitors present, it is also your duty to make sure they leave with you so the gate can get locked up. If you are on your way out and there is another vehicle down behind the gate, but you cannot find the occupants or owner, (short of calling out to the port-a-potty), **LOCK THE GATE**. Be mindful and observant if you are the last one to leave the field.
- h. The Field and Safety Regulations will be reviewed at the regular club meeting each May. This review will be conducted by one or more of the club Safety Officers.
- i. Pilots shall observe "No Fly Zones". Flying behind the flight line or above the tree line past the southernmost boundary of the flying site is prohibited. The boundary is defined by the east pointing leg of the tree line at the south end of the field.
- j. All aircraft shall comply with "Noise Level Guidelines". Aircraft will have a maximum noise level on the ground of 105 Db (decibels) and 90 Db in the air. The ground testing procedure will comply with AMA Competition Regulations, Sound Addendum guidelines. The "in the air" test will be measured from the pit area to an aircraft making a high speed pass down the center of the runway at a height of 25 feet or less. Pilots are responsible for compliance. A pilot can be challenged to test their aircraft. If an aircraft does not comply with Article IX, item "h", the aircraft cannot be flown at the RAMS flying site.
- k. All "Take-Offs" and "Landings" must be between the pilot's line and the Yadkin River.
- l. This is an AMA sanctioned club. All members and pilot guest shall have at all times a current AMA card or certificate. No exceptions.
- m. All pilots with designated frequency transmitters shall place their AMA card in the clip (located on the transmitter board) associated with their transmitter frequency before turning on their transmitter. Pilots with Spectrum Radios are not required to post their frequency and may turn on their transmitter as they wish.
- n. AMA safety code is posted and will be observed at all times.
- o. Safety Officers shall be treated with respect. All members will abide by their safety recommendations at all times.

- p. We will be working on a two verbal warning method per same incident. The third warning will require a meeting with the board members for possible disciplinary action.
- q. The RAMS club has provided assembly tables for all of our members to share, please be conservative on the amount of support gear that you may need to fly. A single member taking up two tables will not be tolerated.
- r. The Rams club has provided start up stands for all members to share. Please do not leave your aircraft on the stand when not in flight. Start up gear can be left on the ground next to the stand. Please be considerate toward the other members who wish to use the stands.
- s. There will be NO starting up glow engines or electric motor propelled aircrafts in the shelter area with the exception of glow helicopters in the south (right side facing the runway) shelter,
- t. All powered aircrafts shall be launched at the pilot line. More than one foot short of the pilot line will not be tolerated.
- u. Aircraft can be taxied to the pilot line. Using caution once at the pilot line all pilots shall yell out "Taking Off" so that other pilots can give you a clear take off. Appropriate barriers will be provided to protect pilots from the pit and flight line side.
- v. When landing the aircraft please yell out "Coming In or Landing" so that other pilots can give you a clear landing. If you experience a dead stick please yell out "Dead Stick" so again other pilots can give you a clear landing. Once your aircraft has landed in the landing area you must yell out "On the Runway" and very quickly recover your craft and get out of the way.
- w. In short terms the runway must be kept clear of personnel at all times. It is your responsibility to make sure that other pilots know what your intentions are at all times with your aircraft.
- x. Once you have landed your aircraft with the engine running you must shut the engine down at the pilot line no exceptions.
- y. In the event of an aircraft crash in the runway area where planes are in the air, you need to wait until all aircraft are on the ground before you attempt to recover the crashed aircraft. Exception: if the crashed aircraft is not in many pieces then get help, yell out "On the Runway" and recover the craft quickly.
- z. Three planes or more in the air at the same time shall fly in the same direction pattern. From the pilot line you are facing East, South is to your right and north is to your left if the wind is coming from the south than you would fly in a counter clockwise flight pattern. If the wind is coming from the north then you will fly in a clockwise pattern. Use common sense if you take off into the wind then you will land into the wind; that would establish the pattern.
- aa. All club members shall enforce the AMA Safety Code and RAMS Field Regulations: This is our flying field. It is for all of us to have fun and to have a great place to fly our aircraft. These Field Regulations have been established so that we all can enjoy our time at the flying field in a safe manner. It is up to all of us to help each other maintain a good and safe atmosphere. If you see someone that is not being safe or not following the rules and a safety officer is not present, you as a club member should explain to the non-compliant pilot what he is doing wrong or point the pilot to the posted safety rules.
- bb. There shall be NO FLYING while field maintenance is being conducted (Mowing, Weed cutting, etc.)
- cc. Communication on the pilot line is required. Such communication might include "Taking Off", "Landing from the left", Making a low pass from the left", etc. or any other communication necessary for safe flying.
- dd. Pilots must fly at designated flight stations marked on the pilot line.

- ee. Pilots flying at designated flight stations must fly a “Standard Pattern”. A “Standard Pattern” is defined as flying a general oval pattern dictated by prevailing wind or pilot consensus. The pattern may include all defined, undefined, 3-D and newly discovered aerial maneuvers provided they can be executed safely and will clear the runway in time for the next aircraft in the pattern to make a low pass down the runway.

- ff. If you are not flying a “Standard Pattern”, move to the right end of the field out of respect for other pilots so your non-standard flying pattern can be tolerated without general disruption to other pilots flying a “Standard Pattern”.

- gg. All third party property must be respected. The club leases the runway area and adjacent grassed area only. We have no rights to be in any areas such as the crop area or woods surrounding the field. In particular, no member shall ever damage any standing trees, alive or dead at the field or on any adjacent property. Such action would likely be cause of for our lease cancellation and the end of the club. Any club member found to have damaged a tree is subject to immediate expulsion from the club by the Board. If a member loses an aircraft in a tree or off the club property that member must work with the board to find a solution to retrieving the aircraft. There will be no exceptions to this rule.

SAFETY IS NOT SOMETHING THAT HAPPENS. SAFETY IS SOMETHING THAT IS PRACTICED.