

MATHER AEROSPACE MODELERS, Inc.

Field Regulations

(Updated for 2019)

FIELD SAFETY RULES

1. All 72 MHz transmitters should be placed in the impound area when not in use.
2. All transmitters using 72 MHz must have a frequency flag and a red banner affixed.
3. Direct prop blast away from people, planes and property.
4. The pit area and runway are off limits to spectators.
5. No prolonged standing is allowed on the active runway.
6. The wind direction or the field Marshall will determine the direction of the traffic pattern. Flying against the established traffic pattern is forbidden.
7. Pilots will stand in one of the four flying stations while flying. Only small and slow electric planes may fly in the designated helicopter hovering area when it is not used by helicopters.
8. One run-up is allowed in the pits. Use the areas north or south of the flying stations for tuning.
9. Pilots taxiing or flying should let others know of their intention to take off or to land.
10. The frequency control plan for the flying site is the AMA Frequency Control Plan Number 1; all narrow-band fifty-(50) channel operation.
11. The use of wide-band equipment will be at the risk of the operator.
12. Violations of the club safety, flight and operational rules may result in loss of field use privileges and/or expulsion from the club.

AIRCRAFT AND FLIGHT SAFETY RULES

1. No starting or running of engines on the shaded tables. It is **highly** recommended that all electric aircraft be armed adjacent to the transmitter impound prior to launch.
2. If a glow engine is started in the pit area a safety restraining rope must be used.
3. Gas engines must be started outside the pit area and by the pilots box area. The prop blast should be directed away from the pit area.
4. Pilots **MUST** be able to shut off their engine. Typically this will be with low throttle trim. In addition an ignition kill switch is suggested (but not mandatory) for all gas models.
5. No taxiing into or out of the pit area. Walk your aircraft into and out of the pit area.
6. During take off the plane must be taxied out past the hash marks and the takeoff initiated by the centerline of the runway.
7. Landing should be at the centerline of the runway. Landings toward the west side or pilot box area are to be avoided. Repeated violations are not acceptable. If a landing toward the west is unavoidable the old runway at the north end of the main runway must be used.
8. No acrobatics closer than the centerline of the runway.
9. After landing the pilot should taxi back to the pilot box area and shut off the engine between the hash marks and transmitter impound stand. Larger gas planes may have to be stopped farther out from the Landing Zone hash mark area due to their size, at the pilot's discretion.
10. No flying at or over the pit area, parking area, or spectators.
11. No more than four (4) aircraft are allowed in the air at any given time except helicopters and small and slow electric planes. Helicopters may hover in the designated hovering area. Small and slow electric planes may fly in the designated helicopters hovering area when it is not being used by helicopters.
12. When more than two (2) aircraft are flying simultaneously, a spotter should, if possible, be used for each pilot.

FREQUENCY CONTROL

The following procedure became effective January 1, 1998.

1. **You must prepare your own frequency user peg or dowel for the frequency board. You should do this by attaching a clear plastic cardholder to a 6-8 inch length of dowel and inserting your current membership card (or a copy) into the plastic holder.** This peg will identify you as a paid member and when placed in the proper slot in the frequency board it will also identify you as in control of the frequency selected.
2. Once you are ready to fly or test your system you should check the frequency board. Before flying be sure, by double checking the frequency board, that you have placed your frequency user peg/dowel in the proper frequency slot. At this point you may remove your transmitter from impound table.
3. Your transmitter is to be kept on the impound table when you do not have the peg for the frequency selected.
4. When you finish flying, return your transmitter to the impound table remove your personal frequency user peg from the frequency board if others are on the same frequency.
5. **Guests are to follow the same procedure except the guest will use his AMA card in the appropriate hole location in the frequency board. Host members are responsible for the actions of their guest.**
6. AMA cards are to be readily available at all times while you are at the field.
7. Users of 50MHz (HAM BAND) and 2.4GHz (Spread Spectrum) radios follow the same regulations and procedures as described above. However, 2.4 GHz users should place their ID on a dowel and leave it in the 2.4 section of the freq board for the time frame that they will be flying at the field.

 By signing the MASM membership application the member acknowledges that he/she has read and understands the Field Regulations for Mather Aerospace Modelers. With the signature on the membership application member promises to abide by these rules and regulations for their own safety and the safety of others.