

Kennebec Valley Model Aviators, Inc.

Safety and Operational Rules

(Revised in August 2015)

1. PURPOSE.

These rules are promulgated to assure the maximum, safe use of the Kennebec Valley Model Aviators (hereinafter KVMA) field by its members. The rules are in addition to the AMA Safety Code. They are based on common sense. Each member is responsible to know these rules and to follow them at all times. By following and respecting these rules, the members will assure that there is a safe model field that can be used by all of us now and in the future.

2. AUTHORIZED USE OF FIELD.

Flying is restricted to KVMA members and their guests. Guests must be members of the Academy of Model Aeronautics (hereinafter AMA) and have their current AMA card with them while using the field. After four flying sessions the guest must join KVMA. A guest's flying ability must be first demonstrated to an officer or instructor for use of the field.

- a.* Non-members may only go into the pit area when accompanied by a member.
- b.* Children (not participating in flying activities) and pets must be supervised at all times *and* kept out of the pit area.

3. QUALIFICATIONS TO OPERATE MODEL AIRCRAFT.

Members obtain their *privilege* to solo operation of model aircraft by completing training with a club instructor and demonstrating that they can safely operate model aircraft (generally making three take offs and three full stop landings in a row without incident). Members who appear to not be able to operate model aircraft safely may be required to take some additional training and instruction. Repeated, chronic and obvious inability to safely operate a model aircraft may be demonstrated by crashing in the pits, parking area, spectator area or in sustaining or causing a serious injury while operating a model aircraft.

4. NEW PILOTS.

One lesson with a designated Introductory Pilot Instructor, under the AMA Introductory Pilot Program, will be permitted prior to a new pilot joining KVMA. Otherwise, instructors will accept students only upon exhibit of their current KVMA and AMA cards. Beginners, with membership in KVMA and AMA, may take lessons with any KVMA member.

5. FREQUENCY PINS; FLYING TIME.

- a.* On arrival at the field, the member will assure that his transmitter(s) is/are off and placed in the impound area. (In these rules, the term both “his” will be used but shall mean “his” or “her”.) Exception: 2.4 GHz transmitters do not have to be impounded.
- b.* A transmitter shall not be removed for use from the impound area until the proper frequency pin is attached to it's antenna or case or the pilot's person and the pilot's AMA card is placed on the frequency board. Seven (7) transmitters may be taken out of the impound area at any one time and turned on, but only five (5) *motorized planes* of the seven (7) can be used for actual flying operation at any one time. Exception: 2.4 GHz users must place their AMA card (or copy) in the Spread Spectrum row but are not required to take a 2.4 GHz pin. This rule assures that the maximum number of members have an opportunity to use the field when they have come there to operate their model aircraft. (*see rule 6g*)
- c.* Possession of the frequency pin is limited to 15 minutes after flight commences when others are waiting to fly. If others are waiting, then the member must wait 15 minutes before taking another pin and removing his transmitter from the impound area for the purpose of flying his aircraft. Exception: this rule does not apply to 2.4 GHz users as no pin or impounding is required.

6. OPERATION OF MODEL AIRCRAFT.

- a.* All flying must be performed from the designated pilot area. See the field diagram which is attached hereto and is a part of these rules. Members and their guests are responsible for being familiar with this diagram and understanding the various areas designated in it.
- b.* Pilots will fly in a designated oval “racetrack” pattern, which will be determined by reference to the diagram and the prevailing wind direction.
- c.* Pilots will inform others of their intentions, e.g., coming out of the pits to the pilot area, take off, landing, retrieval of a model on the field, and dead stick. Dead stick models have the right of way and other pilots must guide their models accordingly.
- d.* Hand-launched models will be launched ahead of the pilot line.
- e.* Flying behind the pilot line, over the pits or near the church and the residence to the west of the field is strictly forbidden.

- f.* Aircraft may be taxied out of the pit area, but must be carried or towed into the pit area from the pilot line.
- g.* Maximum number of planes allowed to fly at the same time. There must not be more than 5 motorized airplanes, helicopters or multi-copters airborne at the same time. Gliders are exempt from this rule and glider pilots are responsible for alerting other pilots when they are about to land so as to prevent crowding on or near the landing area.

7. ISSUES RELATED TO SPECIFIC MODEL TYPES OR POWER SYSTEMS

- a.* CHARGING LITHIUM POLYMER (LiPoly) BATTERIES. The nickel chemistry batteries we have been using for years can be recharged safely without much concern. This is not true of lithium polymer (LiPoly) batteries. Properly used, these batteries are entirely safe; improperly used, they can be an extreme fire hazard. Therefore, charging lithium polymer batteries will be done safely. Batteries must be placed in a fire-resistant container (e.g., a double, metal can or a Pyrex dish). Charging Lithium Polymer (LiPoly) batteries in or on a motor vehicle is strictly forbidden. If the vehicle battery is being used to power the charger, then the member will have a sufficiently long cord or extension cord to keep the charger out of and off of the vehicle. Violation of this rule will be considered a serious infraction .
- b.* SILENCERS/MUFFLERS. All engines will have an effective silencer or muffler capable of silencing the engine to 98 db at nine (9) feet in the pit area.
- c.* FIRE EXTINGUISHERS. The pilot of any gasoline battery powered model is responsible for having an appropriate fire extinguisher available in the area where the engine is fueled, started and adjusted. Pilots charging lithium polymer (LiPoly) batteries must have a fire extinguisher available also, and should also keep one reasonably available while flying a model powered by lithium polymer (LiPoly) batteries.
- d.* TURBINE OPERATION. Turbine powered aircraft may be operated at the field provided all AMA rules and procedures have been followed in obtaining a certificate authorizing the model's operation at the field. No model will be so operated at the field until they have obtained the permission of the directors of KVMA and a resolution allowing such operation has been approved by the directors.
- e.* **FIRST PERSON VIEW (FPV). Aircraft of any type may not be operated using FPV systems at the KVMA Field.**

8. ENFORCEMENT

- a.* Members will keep in mind that it is a basic responsibility of membership that the member will be familiar with and abide by these rules. They are in place for the good of the club and its members. They are not voluntary. They will be adhered to.
- b.* All KVMA members, and not just club officers, are responsible for enforcing these rules. Members are required to call infractions to the attention of the violator. It is expected that all such incidents will be handled tactfully and with discretion. We wish to improve safety, not alienate or humiliate anyone.
- c.* Serious, repeated or flagrant violations of these rules will be brought before the Board of Directors for such action as the club officers deem appropriate. Repeated violation of these rules may result in the loss of membership.

Note: changes made in August 2015 are in **BOLD 7e**