

Minot Aircraft Modelers

Safety Rules

April 2011

1. **The Academy of Model Aeronautics safety code is to be observed at all times.** The code is posted on the frequency pin board at the field.
2. The Club Safety Officers requests will be observed. The Safety officer has the last word and may ground an aircraft or pilot that presents a potential safety hazard. Disputes over safety rule interpretation will be discussed and resolved at the next club meeting.
3. Aircraft shall not be started in any area other than the area North of the Hangar and the Pit area. A second person or a restraining device should always be used to hold the aircraft during engine starting and check out. The aircraft's prop blast should be directed away from other individuals or aircraft. No starting of engines on the active when more than one aircraft is using the active runway.
4. Do not taxi in the pit areas. **Maintain physical control** of your aircraft up to the runway gates.
5. Before turning on a transmitter, the pilot must place their current AMA or Model Aeronautics Association of Canada (MAAC) card in the corresponding frequency pin slot in the frequency pin board. *
6. Transmitters shall be turned off when not in use and shall not be turned on without the frequency pin attached to the transmitter antenna.** The frequency pin and number are to remain attached to the transmitter antenna** while the pin is in the possession of the pilot. After your flight/s turn your transmitter off and return the pin the frequency board. *
7. Flying pilots must remain behind the pit fence. Those pilots using 72MHz should be at least 10-15 feet apart while flying.
8. Before entering the runway, loudly announce your intentions. Never taxi onto the runway without checking for approaching or landing aircraft. Pilots should not take off directly from the runway gates, taxi out and take off from the active runway. Pilots making touch and go or full stop landings should announce their intentions. Landing aircraft has precedence over aircraft taking off. Dead stick landings have priority over powered landings. **Announce It Loud Enough To Be Heard!**
9. All take off and landings *should* be into the wind. If the wind changes directions during a flight and the active runway is to be changed, clear it with the pilots flying.
10. Always fly a pattern and never fly both directions over an active runway when more than one aircraft is using the active runway. Aerobatics are to be performed beyond the active runway centerline, or on the non-active runway.
11. Helicopter pilots that are using the active should observe the pattern when flying in forward flight. Take offs and landings should be announced. Aerobatics should be performed away from the active runway centerline, or on the non-active runway.
12. Helicopters *and fixed wing aircraft (3D flying)* should not in any way inhibit any aircraft from flying, landing or taking off while using the active runway. Designated areas such as the non-active runway, are to be used for this type of flying.
13. **Flying over the pits, parking lot or spectator areas is strictly prohibited!**
14. No more than 5 aircraft in the air at one single time. *Exceptions at organized events.
15. Consuming alcoholic beverages and flying or the use of any drug that impairs a pilots judgment or ability to safely control their model and flying is prohibited.
16. Spectators are not allowed in the pit area unless accompanied by a MAM member. Children under 6 are not allowed. This is for everyone's safety.
17. Flight operations will cease during electrical storms.
18. All glow, gas and turbine powered models must not exceed a maximum of 105db sound level at 9 yards.
19. It is prohibited to store any type of fuel in the Hangar excluding the residual fuel contained inside model aircraft fuel tanks.
20. The charging of Lithium Polymer (*Li-Po*) and Lithium Ion (*Li-Ion*) batteries unattended in the Hangar is strictly prohibited. The charging of Lithium Phosphate (*Li-Fe*), A123™, Nickel-metal Hydride (*NiMH*) and other Tx, Rx and field batteries with an appropriate "*trickle*" type charger is allowed in the Hangar as long as it's plugged into the *GFI* protected circuit located on the North wall.
21. **EMERGENCY NUMBERS - There is a phone located in the Concession Building:**
Hospital 857-5000
Police 911
MAM Field Address: 100th Ave & 100St. NE **ADDED**

*2.4GHz Transmitter users must still place their AMA or MAAC cards in the frequency board!

** Due to the plastic housings on 2.4GHz transmitter antennas, pilots using 2.4GHz can place their frequency pin in an another area as long as it is visible to other flying pilots.

Safety is everyone's concern. If something questionable is observed, politely visit with the person to seek a solution.