

The Flying Electrons Inc.

Field Rules

General

1. No member or guest may fly unless they have their AMA Card in their possession at the field, with only one exception. A non-AMA member guest may fly for one and only one flight with a club qualified instructor, provided that the club member's model is used. A non-AMA member's model may not be used for this flight. Club members must also have their club membership card posted on the frequency board as the method of claiming a radio frequency, as the frequency is available. Membership cards are issued based on the rating of the pilot.

- Yellow indicates Student

- Green indicates Pilot

- Blue indicates Instructor

- Red indicates Park Flyer

2. All AMA flight rules and regulations shall be strictly adhered to. All aircraft must have the owner's name, address and AMA number on or in the aircraft.

3. Pilots are expected to keep the flying area and parking area free of litter. Please use the garbage can and close the lid securely.

4. Limit each use of your radio frequency to 20 minutes, and then yield the frequency to waiting pilots in rotation.

5. Field may be closed to general sport flying for organized events such as contests and exhibitions no more than 5 days per year.

6. No flying before 8:30 AM or after sunset by any aircraft.

a) NOISE LIMIT FOR ALL MODELS IS 97 Dba.

b) NO MORE than 4 aircraft allowed in the air at any time.

7. Guests are required to become members by the next monthly meeting after they have first flown at our field.

8. NO Channels 37 or 38 are allowed.
9. NO drinking of alcoholic beverages at the field.
10. Fuel overflow recapture when fueling an aircraft is mandatory.
11. The Flying Electrons lease the flying field from the village of Menomonee Falls. Members are permitted access only to the flying field and adjoining parking area. Access to any other area of Menomonee Falls land is restricted to retrieval of models only.
12. Dogs must be kept on a leash and be attended at all times.

Flying Safety

1. Spectators are allowed in staging and picnic areas only. Small children must be under adult supervision. No pets permitted in the staging area, keep them in the picnic area. PLEASE do not get near any planes without the permission of the owner.

2. STUDENT PILOTS MAY NOT FLY WITHOUT THE ASSISTANCE OF A CLUB QUALIFIED INSTRUCTOR.

3. ALL IN-FLIGHT STUDENT INSTRUCTION IS TO BE CONDUCTED USING A TRAINER TRANSMITTER, EXCEPT FOR THE SOLO PILOT TEST. The first flight for new members with prior flying experience shall be done using a trainer transmitter. The solo pilot test for experienced new members will be done without the trainer transmitter. Exceptions for experienced new members may be granted if both instructors giving the test agree.

3a. Only Park Flyer students will be allowed to use the "pass the transmitter" method.

4. All models in the pit area must face in the direction of the flying field. Pilots must use a pilot block. Starting of engines shall be on the pit block or in the designated engine test area. Physical contact with the model is to be maintained during pitting by a helper. If no helper is available, then the plane must be securely tied down. Pit block shall be made available for next pilot when finished with your flight. Pit area is restricted to pilots and their respective helper; no other persons are permitted in this area at any time.

5. No taxiing of a model into or out from the pit area is allowed. Physical contact with the model must be maintained by the pilot or helper until the model is beyond the pilot station line.

6. Any person entering the field beyond the pilot station line, such as to hand-launch or retrieve a model, shall first announce this intent to those pilots who are flying.

7. Pilots while operating their transmitters with antennas extended are encouraged to maintain 20 to 30 feet spacing from each other's transmitters (pit and flying station blocks are provided to help maintain such spacing). Do not walk with your transmitter on too near another pilot who is flying.

8. Flying under normal conditions will be confined to that area which will keep us equidistant from the closest neighbors on the east and west.

9. There shall be NO FLYING or ACTION that will endanger any spectator or member. The following will be strictly adhered to and any violations will result in warnings, suspension of privileges and/or expulsion from the club:

a) All low passes and aerobatics will be confined to the area north of the centerline of the east-west runway.

b) No flying over the pilot station line, pit area, staging area, picnic area or parking area.

c) No flying while field mowing is taking place.

d) "3D Type Helicopter" Flying and "3D Type Fixed Wing" Flying //shall take place with the pilot on the normal flight line with all other pilots. The flying should be done at the centerline of the east-west runway as specified above. Helicopter Pilots who are only hovering their aircraft are required to fly on either the east or west end of the field south of the normal flight line. These pilots are not allowed to have their aircraft pass into the normal flight line of the east-west runway.

e) Electric "Foamy" type aircraft should be flown on either the east or west end of the field south of the normal flight line. These pilots are not allowed to have their aircraft pass into the normal flight line of the east-west runway.

10. All transmitters must carry their proper frequency identification flags. NO TRANSMITTER MAY BE TURNED ON unless the pilot has first claimed exclusive use of that frequency by placing his card in the appropriate spot on the frequency control board.

Engines, Mufflers and Propellers

1. Mufflers or muffled tuned pipes are mandatory on all engines above .10 cubic inch displacement. No aircraft engine is allowed to be run at the field if the sound produced measures over 97 dba.

2. No metal blade propellers are allowed. On engines over .20 cubic inch displacement no propellers made of nylon or other plastic are allowed unless they are of the reinforced with fiberglass type.

Sailplanes:

Launch, lines must not be laid across the runway zone, or across the direction of the prevailing wind. Pilot must announce launch and move to a pilot station.

Requirements to Become a Solo Fixed Wing Pilot or Instructor

Students

Students are required to attend one ground school class, complete the in-flight training program and accomplish 8 consecutive unassisted flights to qualify for taking the solo pilot test. Two instructors will give the student's solo flight test. The first will administer the test and the second will serve as witness and must agree on the results. Required maneuvers to pass the solo flight test are takeoff (conventional or hand launch), controlled level flight, oval, figure eight, controlled increasing altitude turn, controlled decreasing altitude turn, roll, loop, slow low flyby, procedure turn pattern and landing. The student must also demonstrate knowledge of pre-flight check out, field rules and safety throughout the test.

Instructors

A prospective instructor is required to have a good working knowledge of the student-training program and have demonstrated knowledge of all field rules. It is a requirement that a prospective instructor be sponsored by two experienced instructors and be accepted by the Board prior to the Instructors test being given. The test for a prospective instructor will be given by the two sponsors for pilot skill evaluation and field rule knowledge. The required maneuvers to pass the instructor test are all of the above requirements for solo flight plus three loops, inverted oval pattern and two consecutive rolls. Once these requirements are accomplished, the person may begin instructing students. Instructors must maintain their flying proficiency and demonstrated knowledge of the field rules in order to retain their instructor rating.

Helicopter Student/Pilot

Helicopter Student –

- Understand and adhere to the AMA Safety Code and Flying Electron Field Rules
- Demonstrate a working understanding of heli components and their function
- Heli will be equipped with “training gear”. (Traditional “X” dowels with whiffle balls on ends)
- Show “common sense” restraint in flight attempts. (Not trying to do too much, too soon, or too quickly)
- Be able to demonstrate control in fundamental heli flight (e.g. – basic “skim” hover)

Helicopter Pilot –

- Maneuver in hover – controlled hover
- Transition from hover to forward flight and back into hover
- Demonstrate understanding of reverse control in head on flight (towards oneself)
- Left & Right hand pattern (rectangular circuit)
- Figure Eight
- Spot Landing on “disc” placed in random spots.

The incentive for moving up from Student to Pilot status in helicopter would be the allowance of flying on the main flight line. All hovering and general helicopter practice including any and all “3D” type flying will be conducted in the designated helicopter area.

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