

RADIO AIRCRAFT MODELER'S SOCIETY (RAMS)

Flying Regulations

In accordance with Article III of the RAMS By-Laws, following are the current Club Flying Regulations.

The Flying Regulations govern the conduct of members of the Radio Aircraft Modeler's Society (RAMS) in the use of the flying area on a non-interference basis with the Air Force Research Laboratory (AFRL) whose primary Air Force mission involves testing in that area. It must always be remembered that we were allowed to establish our flying site on WPAFB at the sole discretion of the Base Commander. We have no "right" to be there. Furthermore, as our flying site is on the AFRL test range, we are guests in the AFRL area. Our access is at the sole convenience and privilege of the AFRL Commander. These Flying Regulations are designed to guard this privilege and preclude individual behavior that would result in the loss of unarguably the best R/C flying site in the region. Members are reminded that AFRL has denied RAMS the use of the range in the past due to non-compliance with these Flying Regulations. Reinstatement of the privilege is difficult and by no means guaranteed.

All the rules contained herein are direct (DoD, AF, WPAFB) or indirect (AMA, courtesy, safety) requirements of the Base and AFRL Commanders and the WPAFB Security Police. WPAFB specifically requires AMA membership not only for the insurance, but also for the safety rules that AMA requires as a condition of insuring a flyer and a sanctioned club, which we are. In the event of an accident and the flyer is in violation of the rules, (AF, club, and AMA), AMA liability coverage might not exist. Members are not free to ignore the rules they do not like. Due to their origin, all rules related to the DoD, AF, Base, AFRL, or AMA, cannot be changed, even by a majority vote of the membership. Failure to comply with any rule or regulation shall result in the revocation and **permanent** loss of RAMS membership.

1. AUTHORIZED FLYING AREA: Flying will only occur in the area of Wright Field designated on the diagram provided each member.

2. FLYING TIMES:

- **Weekdays: 1700 hours till sundown. Note the following Special Rules:**
 - No one is allowed INSIDE the gate until **AFTER** 1700 hours Monday through Friday, Federal holidays excluded.
 - NO FLYING is permitted during duty hours, even early in the morning.
 - This does **not** mean go find some other place on base to fly, as we have experienced in the past. This could get us permanently kicked out. The Base Commander has authorized **ONLY** our one designated area, period.
 - NO FLYING is permitted over or anywhere near Loop Road **BEFORE** 1800 hours weekdays (when traffic has lessened).
- **Weekends and Federal Holidays: morning till sundown.**
 - As a courtesy to the residential communities in the Page Manor area, on weekends and Federal Holidays, do not fly very early in the morning, in other words, morning is not "sun-up". Use common sense and be a good neighbor.
- **Special Night Flying Events:** Members are permitted to organize special night flying sessions. Members must first obtain approval of the club officers and notify the WPAFB Security Police in accordance with AFRL test range procedures. Adherence to the AMA Safety Code for night time flying is required.
- **Special AFRL Restriction:** NO FLYING is permitted when the "Test in Progress" sign is displayed or AFRL has locked us out by placing their chain and lock around ours. **DO NOT EVEN ENTER THE AREA.**
- **NOFLY / FLY WITH CAUTION Periods:** In coordination with AFRL test range managers, the club will maintain a calendar indicating NOFLY and FLY WITH CAUTION periods. Flying is restricted during these periods as follows:
 - NOFLY means no entry into the flying area is permitted during this period, typically due to club activity interfering with test range activity.
 - FLY WITH CAUTION means flying is permitted on a non-interference basis with other test range activity that may be underway. Members should maintain awareness of

RADIO AIRCRAFT MODELER'S SOCIETY (RAMS)

activity in the vicinity of the flying area, and suspend operation when necessary to ensure safety.

3. IDENTIFICATION: Members will prominently display a current RAMS membership card ON THEIR PERSON at all times and will also have a valid AMA card readily available.

4. AREA SECURITY:

- **Locking the gate:** The gate shall be locked immediately after BOTH entering and leaving. If you find the RAMS lock open, close the gate and lock our lock. We are supposed to be the only ones using our lock and the Test Range Coordinator requires that the gates be locked at all times. Other range users will use their own lock, they will never use ours.
- **Access to Combination:** Members shall NOT give the combination to anyone who does not possess a current RAMS membership card and other proper picture identification.
 - Members have been known to “lend” their card to a friend or neighbor along with the gate lock combination. This is not permitted.
- **Unauthorized Persons:** Members shall not allow unauthorized persons access to the area. No exceptions are allowed. These can and have ranged from soccer players, runners, to tourists at the Museum and drivers-by who saw us and went home to get their plane. etc. The AFRL personnel and grounds maintenance personnel have their own gate.
- **Authority of AFRL and Base Security Personnel:** Members shall promptly depart the area when asked to leave by Lab or Security personnel. Please report this to any Club officer immediately.

5. GUESTS:

- **Non-flying guests:** Members may bring a small number of non-flying guests into the area.
 - A RAMS member MUST accompany guests.
 - The member is fully responsible for their guests' actions.
 - Large numbers of people are not allowed.
 - Safety is of primary concern and the sponsoring member is responsible for the actions of their guests both flying and non-flying.
- **Guest Flyers:** Members may bring guest flyers into the area on a non-regular basis.
 - A current RAMS member must accompany* Guest flyers.
 - Guest flyers MUST have in their possession a current AMA card.
- **Pets:** Can and have presented a safety hazard in the past and are not allowed, even if tied up.

[*“Accompany” does NOT mean, a) give the guest the combination and the RAMS member not be present (see above), b) open the gate, stay a while then ask to guest to lock up for them, or; c) let them in then leave. ALL these actions have actually occurred, repeatedly. One time it resulted in the guest being locked inside. He had to climb the fence and hike to the guard gate to make a call. The guard got suspicious and almost arrested the person. The club member who allowed this was permanently barred from the club.]

6. FREQUENCY CONTROL: Flyers are responsible for frequency control.

- **Check the frequency board** - Upon arrival at the flying site, each flyer MUST check the frequency board and survey the flight line for the frequencies in use by all flyers present and must do so continuously while at the field.
 - Hang your car keys on the frequency you are using.

RADIO AIRCRAFT MODELER'S SOCIETY (RAMS)

[Please use the keys for the car you drove to the field. Keys from another car have been used and numerous problems have been the result. People have taken other peoples' keys and left them stranded. Keys have been left behind.]

- **Glider fliers** must provide a stake (minimum 3 feet above ground) in the pit area next to the frequency board, which provides identification of their frequency. The 20 minute frequency rule still applies.
- **Equipment Bandwidth:** All radio equipment, this includes both Transmitters and Receivers, MUST be 1991, narrow band approved.
 - Only radio controlled **aircraft** are allowed.
 - No R/C cars, motorcycles, or other R/C ground craft may be operated in the RAMS area. (See paragraph 8 below as well.)
- **Frequency flags AND channel placards:** MUST be attached to transmitter antennas in accordance with the current AMA Manual under Safety Code, General.
 - This refers to the channel number being displayed in 1.5-inch black letters on a white background.
 - A red ribbon for 72 MHz or a black ribbon for 50 MHz, 7/8 inches wide and at least 8 inches long with the words "72 MHz AIRCRAFT USE ONLY" (red flags only) must also be attached.

7. FLYING RULES: Flyers shall conduct themselves in a manner that insures the safety and protection of all persons and property in the area.

- **AMA General Rule #3,** "where established, I will abide by the safety rules for the flying site I use, and I will not deliberately fly my models in a careless, reckless and or dangerous manner."
- **AMA Radio Control Rule #4** "At all flying sites a safety line or lines must be established, in front of which all flying takes place. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. In the case of airshows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited."
- **RAMS rules:**
- **THE RUNWAY**
- **Over-flying the runway:** Only takeoffs, approaches and landings are allowed over the runway.
- Exception: If you are the only aircraft in the air, you may over-fly the runway (not the pits) at a safe distance from the pits. This includes doing "touch & gos".
- **Over-flying the Pits:** NO FLYING close to or over the pits. As a matter of safety, this will NOT be tolerated, even if you are at the far end of the pits and you think you are far enough away that it doesn't matter.
- When flying, move your aircraft away from the runway when someone taxis out for takeoff.
- **THE PITS**
- **Start-up Area:** The area closest to the grass designated by the yellow line, is the pits-start-up area. Use this area for setting up and servicing your aircraft.
- **Run-Up and Shut-down Area:** The outside yellow line designates the run-up and shut down area.
- As a matter of both safety and courtesy, assure that the prop blast and propeller arc point away from people in the pits. This is to ensure that the blast will not inconvenience anyone (send smaller ships bouncing across the field) and if a blade should depart the hub, reduce the risk of injury and property damage.
- **Flying Boxes:** All flying MUST take place while standing inside one of the 6 flying boxes marked in the outer area.

RADIO AIRCRAFT MODELER'S SOCIETY (RAMS)

- This is to reduce possible inter-modulation product interference and to limit the number of aircraft in the air, for safety reasons. The box size and spacing is in accordance with suggested AMA guidance.
- **Maximum Flight Altitudes:** No flying above 400 feet altitude. This will ensure adequate clearances of full scale aircraft operating from Patterson Field. This IAW AMA General Rules when flying within 3 miles of an airport.
- **Frequency Sharing:** A frequency may not be used for more than 20 minutes if another person is waiting to use the frequency.
- **Muffler Requirements:** Mufflers are required on all engines of 0.15 cubic inches displacement and larger, with the exception of four-cycle engines, for which no muffler is required.
- **Spinners:** A spinner is required on engines of 0.15 or larger.

8. UNAUTHORIZED AIRCRAFT OPERATIONS: Operation of Control-line aircraft is not authorized by the Base Commander in the RAMS area. Free Flight aircraft are authorized, but only in their designated area on Wright Field. If you are a RAMS member and wish to fly Free-Flight, you must leave the RAMS area and relocate to the Free Flight Club's designated area and comply with that club's rules.

9. LABORATORY EQUIPMENT: Flyers shall maintain a 500-foot minimum distance from all AFRL equipment. Flyers shall not touch lab equipment. If a model should land or come to rest on a test vehicle or other equipment, the member must call a club officer for retrieval. The club officer will work with AFRL for retrieval.

10. ACTIONS OF DEPENDENT (FAMILY) MEMBERS: Members who are sponsors for dependents are directly responsible for the actions of the dependent. ["Dependent" is defined as a person for whom you are responsible and who lives with you. Your father, for example, does not count unless he works at or is retired from WPAFB.]

- Actions by the dependent that cause their expulsion from the club will also cause the immediate and permanent expulsion of the member sponsor.
- Dependents must have their own AMA (Youth membership is ok) card and number.

11. TRASH REMOVAL: Members are responsible for the removal of all trash.

12. ALCOHOLIC BEVERAGES: No alcoholic beverages or other banned substances are allowed.

13. FLYING LESSONS: Members may provide flying lessons to new members. But see the rules on AMA membership requirements. Also, contact the Club Officers for names of individuals who might be interested in providing flying lessons.

- **Flying lesson fees:** There will be **NO** charging of a fee to provide flying lessons at the field. This would violate the club constitution and a WPAFB Morale/Welfare/Recreation regulation we must follow.

14. PENALTIES FOR RULES VIOLATIONS: Members can and will be expelled from the club for the violation of any of these rules. This decision is solely at the discretion of the club officers. Warnings, while not required, are usually given at least once, before an expulsion is made. **REMEMBER---**you signed an agreement as a condition to membership in the RAMS stating that you fully understood the club rules and regulations and that there is potential for revocation of membership

RADIO AIRCRAFT MODELER'S SOCIETY (RAMS)

Attachment 1

RAMS Flying Rules Supplement for 3D/Helicopter Activities

Overview: With the increasing trend toward 3-D aerobatics and the gaining interest in RC helicopters, there arises a need to address flying rules and safety so that potential aerial conflicts or accidents are avoided or at least minimized. The goal of this supplement is to outline guidelines, which will provide a safe and enjoyable flying environment for all RAMS members.

Definitions:

1. Active Runway: The active runway as always is defined as the normal runway of operations of which all pilots will normally take off and land from.
2. Active Pattern: The active pattern is the airspace immediately in front of the flightline and is the normal pattern of flying.
3. 3D/Helicopter flying area: The designated area for flying helicopters and 3d style maneuvers will be the grassy area off the right side of the right end of the runway as standing in the pilot's box. The right-hand most pilot's box will be reserved for helicopter and/or 3d pilots so as to aid in transitioning into and out of the active runway/airspace.

Basic Ground Rules:

1. All pilots must clearly announce their takeoffs and landings as well as any other runway overflight activities such as touch and go's or low passes.
2. When pilots choose to exit the active runway area and fly in the 3D/Heli area, departure and reentry out of and back into the active pattern must be announced to all other pilots. The use of a spotter is highly recommended if more than two pilots are flying.
3. Note that the AMA has chosen to add two paragraphs to the Radio Control Safety Code:

“With the exception of events flown under AMA Competition rules, after launch, except for pilots or helpers being used, no powered model may be flown closer than 25 feet to any person.”

“Under no circumstances may a pilot or other person touch a powered model in flight”

4. No hovering over the runway (with fixed and or rotary wing aircraft) while other pilots are present unless permission is given by all pilots flying at a current station. If hovering over the runway, hovering must be restricted to the area from the runway centerline outward.

Final Note:

The number one rule for all flying activities is safety and communication. Pilots must clearly communicate their intentions regardless of what type of flying activity they perform. The use of spotters to aid in communication and air traffic control is highly recommended when 3 or more pilots are flying. Whether pilots are flying in the 3d area or flying in an airspace other than the normal active airspace (i.e. over the left hand taxiway, or grass), communication will assist in possible aircraft collisions.