

Flying Rules for Members and Visitors

Frequent and friendly communication is the key to safety and to everyone's comfort level with flight operations. All members are responsible for "policing," not just the Safety Officer

1. Do not fly over the pit / spectator area.
2. Do not fly over the houses or buildings in the vicinity of the flying field. No one, on or off the field, should ever have cause to feel threatened by one of our aircraft.
3. All flyers must possess a valid AMA membership card (and FCC license, if required). 2.4GHz radio control systems do not require a frequency pin. Other aircraft and/or radio equipment systems shall only be operated with the appropriate frequency pin in the possession of the pilot or person operating said equipment. Frequency pins in use must be replaced in the frequency rack with a current member's AMA card or a facsimile, secured with a clothespin, indicating the frequency is in use, and by whom.
4. Do not fly over the Landfill during business hours.
5. Flight Line and Taxiway protocol

(New) 5.A Exiting the pit area

- Pilot must physically restrain aircraft until the aircraft has completely cleared the pit fencing.
- Main landing gear should be just short of taxiway surface but still on grass to avoid unwanted rolling of model when released. Pilots must stand behind the yellow "Hold Short" lines when other pilots are present.
- Taxiing an airplane in the pit area is prohibited at all times.
- Planes must be secured in the pit area at all times when engine is running, with engine facing the main runway and away from all spectators. Airplanes must be restrained; restraining devices are available in the equipment shed

5.B Taking-off / Flying / Landing

- Pilots must stand in the designated areas when flying. These areas are marked on the fence. North – South runway position, A & B. Northwest – Southeast runway, position C.
- Flyers must return to the flight/pilot line position immediately after takeoff.
- Pilots to communicate their intentions verbally to other pilots on the flight line when taking off and landing and wait for a verbal confirmation before entering the active runway.
- No standing on the taxiways while flying.
- Unless a pilot is alone on the flight/pilot line, models may not be flown closer to the flight/pilot line than 100 ft. (in the overfly area), measured perpendicularly to the flight/pilot line. Obviously, this does not apply to takeoffs and landings, and by general agreement with others on the flight/pilot line, pilots may make high-speed, close- in passes.
- All pilots should fly the established pattern.
- No changing of the pattern without 100% verbal agreement of all flight line pilots.

5.C Exiting the runway

- Kill engines before turning aircraft towards the taxiway.
- No taxing of aircraft on taxiways towards the pits with engines running or while electrics are armed.
- Electrics and any nitro gas aircraft that cannot be killed should pull off in the grass parallel to the runway as soon as practical beyond the active Pilot Designated Area. Never aim aircraft toward flight line pilots.
- If an aircraft must be retrieved from an active runway the pilot must request permission to enter the runway before doing so.

6. In consideration of other flyers sharing your channel number, you must return your frequency pin and transmitter to the impound rack next to the pin cabinet upon completion of each flight.
7. When in the pit area, running your motor at high RPM's for extended periods of time is prohibited. Extended adjustments or "break-in" runs must be made in the designated area at the south end of the pit.

8. No spectator should go beyond the limit sign without being escorted by a member of the Club. Children and pets cannot enter the pit area under any circumstance. Children must be accompanied by an adult at all times. Pets must be secured on a leash.
9. Operation of any model aircraft is prohibited while under the influence of alcohol or drugs.
10. Noise control, evaluation by decibel measurement, 90 decibels at nine feet: Measure at nine-foot distance using yellow nylon rope, perpendicular to the thrust line, opposite main landing gear, from muffler side of the airplane, at height above ground even with the engine, on grass surface. Measurements should be taken at some distance from reflecting surfaces of buildings and automobiles. Hold meter away from body, measure at maximum rpm.
11. Dispose of all waste in receptacle(s) provided. DO NOT place damaged or discarded airplanes, any flammable article, or any other large or dangerous item in receptacles. Drink cans and bottles should be placed in a recycle receptacle. Police the area, including the Clubhouse floor, if you have made a mess.
12. Before being allowed to fly at the field, all Club members must acknowledge, in writing, that they have read the Club Membership Packet. This includes: Flying Rules for Members and Visitors, and the Bylaws.
13. Any non-member who possesses a valid AMA license may utilize the Aerohawk's flying field up to two times a year but only under the following conditions: With the acknowledgement and approval of the Safety Officer, a duly appointed Flight Instructor, or an elected Club Officer, who must be in attendance at the flying field during the use of the flying field by the non-member.
14. Charging, discharging and storage of Lithium based batteries is strictly prohibited inside any enclosed structure. Charging, discharging and storage must be done outside and not near the clubhouse, outbuildings, or shelter. Charge/ discharge and store batteries in the pit area or parking area.

Rules for Cross-Country Flights

An official cross-country flight with a radio controlled model aircraft shall start at a location away from the Aerohawk field with a takeoff or hand launch and will proceed nonstop to the Aerohawk field, with the mileage being measured by the odometer of one of the vehicles involved. There will be no circular routes or repeated travel on the same section of roadway.

- There is to be a vehicle following the lead vehicle, for safety reasons.
- The pilot will fly from the lead vehicle, and at least two of the accompanying persons must be Aerohawk members for the cross-country record to be considered official.
- The flight must end with a damage-free landing at the Aerohawk field, within the runway area. The only exception allowed is a broken propeller. If challenged as to the airworthiness of the aircraft, the pilot must refuel the aircraft, replace the propeller, if necessary, and fly the aircraft once around the field, for the cross-country to be official.
- No landings will be permitted on roadways for any reason.
- The cross-country is official if it exceeds the current distance record by at least one-half mile, but not more than five miles, regardless of the miles flown. No one may break their own cross-country record.
- The pilot's name, date, and miles flown (not exceeding five miles over the record), will be engraved on the Club plaque and displayed at the field.
- If any dispute arises as to the official qualification of any cross-country, it shall be the duty of the Board of Directors of the Aerohawk Club to make a final determination by majority vote.

Rules for Visitors

The Aerohawk Flying Field attracts many visitors and spectators, and many Club members invite spouses, children, and guests to come out and observe activities. The following rules are designed to prevent undue interruption of members' flying time—but are primarily directed toward preserving the safety of everyone.

The Clubhouse provides a sign (text below) with rules and guidelines for guests. Please take time to brief your guests so that they understand our concern for their safety.

Members of the Iowa City Aerohawks, Inc.

Welcome all visitors, guests, spectators, friends, and relatives to the Aerohawk Flying Field

Enjoy your visit and return soon to visit us again! We offer the following Club rules for everybody's safety:

The Club's insurance coverage requires that all visitors, guests, and spectators not be permitted to wander beyond the area reserved for spectators.

- Only current club members and members of the Academy of Model Aeronautics (AMA) are

allowed within the perimeters of the flying field which includes the flightline and pit area.

- All pets must remain in vehicles or be constrained by a leash.
- Please observe the limits of the visitors parking area.
- Do not attempt to help flyers, unless such help is requested.
- Stay alert to movement of flying aircraft.
- Wandering about the more distant perimeters of the runways is prohibited.
- We are dedicated to the safe operation of model aircraft, and other activities at the flying field are prohibited.
- We're eager to promote the hobby by talking about flying. Please ask members if you have any questions.

Iowa City Aerohawks Flight Instruction Program

Overview

The Iowa City Aerohawks offer an instructor-led student pilot program for Club members in good standing. The intent of the flight instruction program is to train the beginning pilot in the safe operation and maintenance of radio controlled aircraft. Due to the amount of time required to train students, we must limit our training to students who intend to remain active in the Aerohawks organization after their training has been completed. Our goal is to strengthen our organization by increasing the number of active "sport flyers." All student pilots must be paid-up members of the Iowa City Aerohawks and members of the AMA before they can participate in any club training activities. An AMA membership card must be presented to a club officer or flight instructor to certify membership status. Any student fifteen (15) years of age or younger, must have a parent or guardian actively involved in the training process, and the parent or guardian must be present during all the "hands on" flying sessions. Model aircraft can be dangerous if not handled safely; for this reason, we strongly encourage parental involvement with the younger student pilots.

Computer Simulator Use.

It has been proven that flight simulators can accelerate the learning process of most pilots. Use by new students potentially may dramatically reduce the time needed at the field in Hands-On Instruction. We strongly encourage the use of a simulator if you have access to one. Contact a flight instructor for a recommendation of a flight simulator software.

Hands-On Instruction

A club flight instructor will conduct Hands-On-Instruction. The instructors are a group of volunteers who have been approved by the Iowa City Aerohawks Board of Directors.

A list of approved flight instructors will be provided to the prospective student, along with their phone numbers. These instructors have agreed to work with new students on a first-come, first-served basis and are subject to availability. It is the responsibility of the student to secure an instructor from the approved list. The student must coordinate the date and time of each training session with the instructor. If for any reason a student cannot make the scheduled training session, he/she must contact the instructor by phone and reschedule. While it is preferred the student work with the same instructor throughout the training period, there may be times when this is not possible. While the intent of the Club is to provide instruction for all new students, there is no contractual obligation to do so. A flight instructor can refuse to take on students at any time. All pilots at the flight line must agree to the training before it commences. Mowing of the runway has precedence over flight instruction. The flight instructor should coordinate with the person scheduled to mow before committing to a time with the student. Flight training officially runs from May 1 through September 30 each year. It is totally at the instructor's discretion if he/she chooses to instruct outside of these guidelines.

Under no circumstances is the instructor responsible for damages that may occur to a student's aircraft or equipment during the training period, regardless of who may have caused the damage. The student is responsible for all repairs and maintenance to his or her aircraft.

The hands-on training will continue until the student can successfully complete the following maneuvers without physical or verbal assistance from an instructor or other pilots.

These maneuvers consist of taking off, performing a loop, figure 8, and landing on the runway. This solo flight must be observed by a minimum of two club-approved flight instructors or club officers.

After successfully completing the instructor-led student pilot program, the student will be recognized as a Sport Flyer in the category of equipment the student pilot was trained on, i.e., electrics, glow, or gas-powered aircraft -and allowed to fly unsupervised. If the said pilot decides to also fly in one of the other areas, they must be checked out by the Chief Flight Inspector before they are allowed to fly in the other category unsupervised. The Sport Flyer will be given the combination to the security locks at the flying site upon achieving Sport Flyer status.

Instruction Fees

There presently is no charge for flight instruction in the Iowa City Aerohawks Club. The organization has numerous fundraising activities throughout the year requiring Club

member participation. This is an excellent way for students to contribute back to the Club. *It is expected that all students participate in these activities* so we can continue to offer flight instruction on a no-charge basis. *It is everyone's responsibility* to know when these fundraising activities take place. Activities and dates are published in the *Monthly Information Bulletin* months in advance to help our members arrange their schedules. Consult an instructor or check your *Radio Flyer Monthly Information Bulletin* for a list of activities, dates, and times.

Disclaimer Notice

The Iowa City Aerohawks Club is under no obligation to offer or complete training to new or existing students. The flight instruction program can be discontinued without notice. The flight instruction program is contingent upon the availability of willing and qualified instructors. By accepting instruction, students agree to and accept the rules, principles, and understandings set forth herein.