

Twisted Sticks – Club Rules

PIT AREA, PILOT AREA, ETC:

All members are to operate their model aircraft in accordance with the current Academy of Model Aeronautics' National Model Aviation Safety Code, and federal, state, and local regulations.

The **pit area** is understood to be that narrow area between the fence and the un-mowed blocks that define the pilot area. The pit area includes the setup tables.

The **pilot area** is the area between the pit and the runway or flying area and is the place where the pilot must stand while actually flying his or her plane. Only unusual circumstances should permit the pilot to stand anywhere but in the pilot area while flying. (Special permission must be obtained for the handicapped to be located elsewhere).

When taking off, a pilot may step forward toward the runway, out of the pilot area to be near the plane. At his or her option the pilot may stand on the runway directly behind the plane, but as soon as the takeoff is complete, must return to the pilot area immediately. The pilot must announce they are on the runway. Excessive time should not be taken while running up the engine prior to takeoff.

If the engine should stop, restarting is not permitted on the runway or flying area. The plane must be brought back to the pit area for starting.

Pilot must announce loudly "Taking Off", "Landing" or "Dead Stick" and after assuring that nothing else is landing or making a low pass, may if he or she chooses, step out onto the runway the same as for takeoff.

When taxiing back after landing, the plane shall stop at the outer boundary of the pilot area, where the engine shall be stopped, and the plane carried or towed from there.

MUFFLERS

Although many of the mufflers on the market today do not reduce engine noise to the amount required by FAI rules, which is the amount stipulated by AMA at the Nationals, we have decided to go along with the manufacturer's products for our field.

TAKEOFFS, LANDINGS AND TRAFFIC PATTERN

The takeoffs and landings shall be made from the east to the west or from the west to the east. When there is no wind the prevailing wind direction of the day or evening will apply. After taking off if there is more than one aircraft in the air a traffic pattern (left- or right-hand pattern) must be established between the pilots flying and flown by all aircraft in the air.

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FLIGHT RESTRICTIONS

No flying over the spectator areas (whether occupied or vacant) and at no time is a plane to be flown at whatever height, over the pilot area or pit area. Face the runway and do not fly over your head or behind you. The Safety Line is an imaginary line running along the south edge of the runway to the east and west of the airfield out to infinity. No aircraft will be operated to the south of the Safety Line at any time. No flying over the park (i.e., the trees to the east of the runway). See below image.



HOURS OF OPERATION

No flying electric powered aircraft before 7AM daily. No flying of aircraft powered by other than electric power before 9AM daily or before 10AM daily on Sunday.

Annual Dues

The annual dues shall be due by April 1st and shall be as follows:

- a. Through senior in high school (regardless of age) \$10.00/yr
- b. Post high school through 61 years \$50.00/yr
- c. 62 years up \$40.00/yr
- d. Family (husband, wife, children) first membership \$50.00/yr Each additional family member: Over the age of 19 by April 1st \$30.00/yr Under the age of 19 by April 1st \$10.00/yr Limited membership/non-flying /non-voting \$15.00/yr
- e. For new members only, after Oct 1st half price for remainder of season.
- f. All dues paid after Oct 1 of the year will be considered the annual dues for the next year if dues are current.
- g. A \$15.00 administrative fee will be accessed to membership dues if not received by April 1st.

AMA Membership Requirement

AMA membership is required to fly. Non-flyers are NOT required to be an AMA member. AMA offers annual memberships, free youth membership and introductory memberships.