



EVA EXHAUST SYSTEMS

The Newsletter of the East Valley Aviators

October 2007

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Secretary – Harold Ansell (480) 986-5566; Treasurer – Verlin Boeder (602) 803-6852;
Safety Officers/Board Members - Bill Cummings (480) 892-3481, Bruce Van Dyke (480) 380-3456;
Newsletter Editor – Leon Spielbusch (480) 577-2951; Training Coordinator – John Fail (480)354-8205*

The next EVA Meeting will be held on Saturday, October 6, 2007 @ 9:00 am at the East Valley Aviators flying field

As in years past, the October general membership meeting will be held at the flying field on Saturday, October 6, 2007. The meeting will start at 9:00-am. Donuts and juice will be provided. We look forward to seeing our seasonal visitors returning to the Valley of the Sun. Open flying before and after the meeting. See you there! ■

- D) Move the electric field over to the south side to allow for an increased landing area and help eliminate flying over the main runway.
- E) Move the front gate so as to allow for more than one car at the entrance point when the gate is locked.
- F) New Frequency Pins (Complete)
- G) New Tops for the setup tables (In progress)

The fieldwork started on September 13th the prep work is overpowering as we has a lot of changes to be made. We wish to thank all the volunteers who provided not only their time but sweat on this project. This has been probably one of the hardest maintenance/repairs made so far.

We are very grateful for the many volunteers that provided there time and sweat to keep EVA the best in the west.



PRESIDENT’S PODIUM

by Jack DeFilippis, EVA President

As the hot summer season comes to and end, we are making preparations to welcome back our winter visitors and to start the field repairs. We were hit hard this year with the hot summer sun totally destroying the carpet. The monsoon rains carved grooves in the parking lot and road, and also part of the runway.

The new carpet has been installed. We are trying a more resistant type material that will endeavor a little better in the Arizona sun.

- Our goals for this season are
- A) Install the carpet. (Complete)
 - B) Open the fence between each station to allow for larger aircraft. (Complete)
 - C) Finish grading the parking lot and add additional ¼ - granite.



While getting the field ready for the improvements, our flagpole and wind marker met with a disaster. Mike Wyman touched the pole and it snapped coming down with authority. The base was rusted so bad that I am surprised that the wind did not knock it over. At present there are no plans to replace it at the present location.



Our club meeting dates are published on our website. The December, January, February and March meetings will be held at Valle de Oro.

This year we have had an influx in the interest for flying helicopters. We have established some basic rules for our club, which will be published in this newsletter and on our website.

I would like to bring to every ones attention that we have had several concerns about 3d flyers with smaller foam or profile airplanes. At present many are flying at the main field and we may have to direct these members to use the electric field for the small park flyers. No set rule has been established as yet.

I would like to point out that our current rule on 3D coincides with the AMA. 3D fliers can fly from the center of the runway northward. Other than this there is no hard and fast club rule. We expect everyone to honor the courtesy rule. When someone calls for a take off or landing, 3D fliers must move out of the way to eliminate possible midair collisions and for general safety. If we cannot work

within these guidelines then set rules will have to be adapted and enforced.

This year we have three new positions available for election or re-election. In this newsletter, Mickey has included additional information regarding the nominating committee that has been formed for the December elections. Many members always want to voice their thoughts on improvements or concerns related to the club. This is your chance to step up and run for office or like the old saying goes “speak now or forever hold your peace”.

Passing of a member

It is always difficult to advise that we lost another member. Edward R Majors, 62, of Tempe, Arizona passed away on July 4th 2007 due to aggressive cancer.

Let’s have a great turn out for the meeting. *Jack* ■



EVA Election Nominating Committee

EVA's Board Members are elected in December of each year and hold their position for two years. This year the positions of President, Treasurer and Safety Officer will be elected at the December meeting. This year’s Election Nominating Committee has been formed. Heading up the Committee will be Mike Wyman, Leon Spielbusch and Perry Barnett. Nominations will be taken thru October with a club vote in December. ALL nominations MUST be current EVA members and approved by the person being nominated. To submit your nomination, contact or send an e-mail to one of the Nominating Committee members. **This is your opportunity to get involved and make a difference for our club.** *Mickey* ■

Ironwood Road Improvement Project Update

It is possible that the bulk of the roadwork on ironwood will be completed by the end of October, 2007. For additional information regarding this project, please visit the project's web site at: www.ironwoodproject.com ■

Treasurer's Report

Submitted by *Verlin Boeder*, Treasurer

Once again it's October and the flying season is about to begin with better temperature conditions plus bright sunshine and clear skies. I hope all our "Snowbird" friends are planning on migrating back to Arizona. We welcome you back this fall.

As in past years, October 1st is the beginning of membership renewals for 2008. Membership renewal runs from **October 1st to December 31st**. After January 1, 2008, members not renewed lose their flight privileges. Dues are still \$40.00 for adults and \$50.00 for the family package (wives and children through 17 years old).

The big news this summer was – the Arizona State Land Dept. renewed the use permit for our flying field for another 5 years. The lease payment of \$2,657.61 for 2007-08 is paid.

The big summer job just completed was installing new carpet. Lots of work, looks nice but a budget buster. So ----- send your membership renewal now. Financial we are in ----- well let's say "into the reserve fund".



EVA starts this season with 271 members. We have more youth interested in RC and more students than we have had in many years. This is a good sign for

the future of this hobby and our club.

Due to the rise in postal rates, the Board of Directors is considering adding a subscription fee to Club dues for those wanting the Newsletter by postal delivery. More on this in the fall as membership renewal comes around.

Those members encouraging new people to apply for membership in EVA, be sure the new person has a current AMA number (brown stripe card with 2007). I cannot make a club badge unless I have the AMA number. AMA renewal or enrollment can be done quite easily on their website; www.modelaircraft.org, go to membership services and click on membership renewal. Also by phone: 1-800-435-9262. If you pay by credit card a verification form will be sent to you by FAX or email.

New membership enrollment in EVA is an initial \$25.00 fee plus the Individual membership dues of \$40.00 or a Family membership of \$50.00 per year. Send all new applications to:

EVA
14045 So. 40th Street
Phoenix, AZ 85044
Email: – Verlin6@qwest.net
Phone: 602-803-6852

Happy flying and smooth landings, lets all enjoy a great hobby. *Verlin* ■

Fall Fun Fly/Swap Meet

This year's annual EVA Fall Fun Fly and Swap Meet will be held on Saturday, November 3, 2007. Setup for sellers usually starts at daybreak. Selling will start at 7:00 AM. No meeting is scheduled for this date, just a good time. As usual the club will provide Hot Dogs, Soft drinks, chips, etc, later in the morning. Come out for a day of fun and enjoyment. *Mickey* ■

Training

by *John Fail*, Training Coordinator

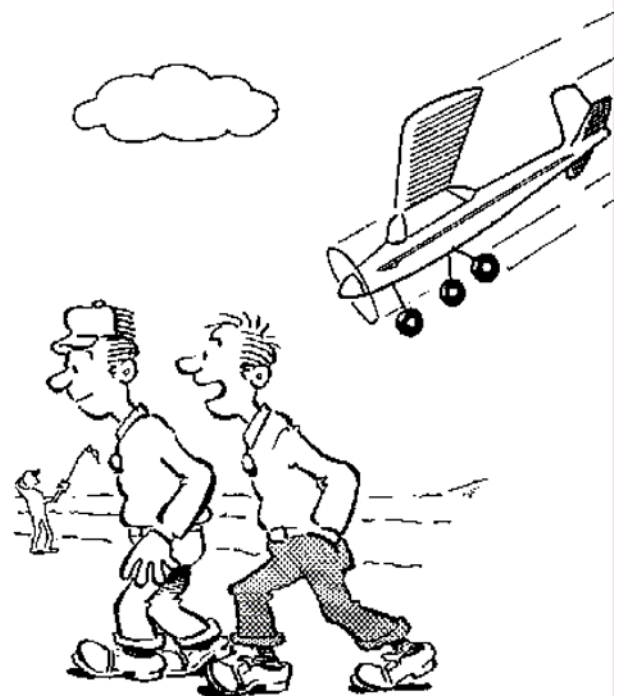
Flight instruction is not limited to new pilots but also includes pilots that may want to transition to a different type or class of aircraft. This includes veteran pilots that haven't been on the sticks for awhile and would like a refresher.

NOTICE:

All NON-AMA trainees **MUST** train with an authorized "AMA Intro Pilot" for insurance purposes. The "AMA Intro Pilot Program" can **ONLY** be used once per trainee, for 30 calendar days maximum. After that, the trainee must acquire AMA membership to continue to train.

As per usual the EVA training program has been very quiet during the summer months. **The club is running short of instructors and we are looking for qualified instructors.** During the winter months we usually have new winter visitors joining the club who will need training. If you feel you are qualified to train new flyers please contact me at the field to obtain an instructor application form. An instructor assists a new flyer in AMA rules, EVA field rules, safety and several flight procedures such as take offs, landings and standard maneuvers such as figure 8's, stalls etc. Being an instructor requires a commitment by the instructor to the student. Sometimes the training only takes a few hours over a few days depending on the student's progress. Other times it can take many hours over many days again depending on the student's progress. The instructor must be prepared to work with/around the students schedule and be a "role model" during and after the training program is complete. EVA Instructors must be an example to ALL club members in that they are expected to carefully observe safety rules/EVA club rules at all times and be available to any club member for guidance.

Each instructor training a new flyer must complete a new flyer trainee check-off form, which is available from me. *John* ■



Boy, those electrics sure are quiet

The RC Flight Manual, First Edition

by *Russ Peterson* and *Pete Granger*

The RC Flight Manual is the latest in a professionally written manual intended for the instructor and student to use to introduce all aspects of the RC Airplane hobby/sport from getting started through basic and intermediate aerobatics. The authors are long-term modelers who, between them, also bring professional backgrounds in civilian flight instruction, teaching, engineering, and military aviation. The manual may be purchased from selected local hobby stores or from the book web site: www.thercflightmanual.com.

Interested persons may call (480) 239-6012 for more information. Clubs who adopt the manual for their instructional programs may also be eligible for free instructor copies of the manual. ■

East Valley Aviator's Web Site



For up to the minute news about club happenings remember to go to the club web site located at: www.eastvalleyaviators.org

This web site is your best location for news about field conditions on rainy days, special events, late breaking news and answers to any club or R/C related questions you may have. It's open to all, so check it out! I also frequently post pictures on the site, SMILE!!! Mickey ■



In October top R/C pilots from Canada, New Zealand, Australia, Switzerland, Germany, Czech Republic, England, Mexico and the United States will compete in the 2007 Tucson Aerobatic Shootout, sponsored by Desert Aircraft. This competition will be held October 3-7 at the Tucson International Modelplex Park. For additional information, please visit: www.desertaircraft.com.

This year, two EVA members will be competing in this prestigious event. Bernie Boland, will be competing in the Advanced class and Ryan Archer will be competing in the Intermediate class. Both of these individuals flying skills are second to none!

Bernie/Ryan, the EVA membership wishes the two of you the best of luck!!! ■

Please Remember to Keep the Field NEAT

BRING ALL YOUR TRASH OUT WITH YOU WHEN YOU LEAVE FOR THE DAY. THAT INCLUDES BROKEN PLANES, PROPELLOR PARTS, FOOD CONTAINERS, PAPER TOWELS, ETC.

Congratulations

Zohar Shemesh recently completed his training and soloed on September 17th 2007. Zohar was instructed by Jack DeFilippis. Congratulation Zohar!!! ■

On the lighter side.....

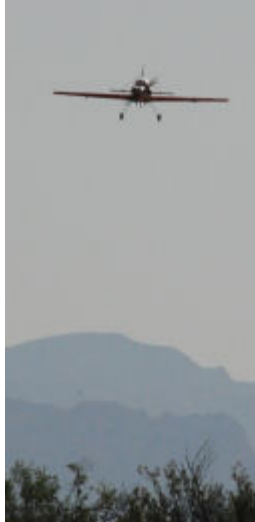
- *The exact time of sunset is usually ten minutes after you set up when you come to the field after work.*
- *If your plane's gotta go in, make it one worth talking about.*
- *Bask in your moment of glory while you can... some other darn fool will outdo your crash tomorrow.*
- *Crash: quick method of removing the radio and engine from one model to fit them into your new model.*
- *Like milk, every airplane has an expiration date.....some sooner than others.*
- *The probability of an engine quitting is directly proportional to the distance the plane is from the landing area.*
- *The definition of a Great Landing is one where you can re-use the plane.*

Why Do We Fly?

WHY?

By Ironsides

Sooner or later we have to answer the questions. Why do we fly? Why do we spend all that time building fragile aircraft that will probably be pulverized sooner rather than later? Why do some of us go out to the field in the most atrocious weather conditions to tempt fate? Why do we always have to have that one last flight that ends up in disaster? Why do we always push the envelope? Why, why and why?



Since the earliest days we have looked skyward because flight is inherently beautiful and intriguing. From our science, we know how a wing produces lift, but there is still a sense of magic about flight. Let's face it, when you watch a Boeing 747 coming in to land, all your instincts tell you that those tons of airplane just shouldn't be floating there in thin air. The flight of some birds is more attractive or interesting to us than others. The soaring, effortless grace of an albatross is pure poetry in motion and is emulated by our long winged, floating gliders. Closer to home, who among us cannot admire the skill of the hawk as it milks the thermals for altitude and gracefully patrols the sky? What else in nature can compare to the majestic sight of a large flock of Canada Geese in full vee formation honking out their joy? The unbelievable low-level aerobatics of martins hunting insects on the wing are beyond any R/C fingers to control while the wizardry of the hummingbird is unmatched in the model world, even by the helicopter enthusiasts.

By in large, we tend to find bigger birds more interesting and our models follow that pattern. Are the models our way of coming as close as we can to

fulfill one of our oldest dreams - to fly? There is something intrinsically beautiful about watching a model aircraft in flight. It is the movement, the graceful motion as the aircraft transitions from one attitude to another in a three-dimensional dance that attracts and holds the eye. Like a figure skater, we spend hundreds of hours practicing those movements so that they flow smoothly from one to the other. Away from the field, we often stop what we are doing and with our hands and minds trace out those aerial steps - to the puzzlement of spouses and friends who cannot see the model flying in our imagination.

The flying field can either be an unbearably hot and sun-seared windy, wet and bone-chilling place to be - so why spend any time there? One might begin to suspect that there is something almost prehistoric about flying clubs. Pilots go there not just to fly, but to bond - a throwback to the club-wielding hunting group huddled in a cave swapping stories about the last mammoth hunt? Members will often drop by the flight line when they have no intention of flying. They just need to get their fix of a pint of prop wash.

Contrary to the Hollywood image, pilots are not strong, silent types. They talk. Flying is a lot of jaw boning - the exchange of very arcane knowledge. To the outsider, the topics would seem incredibly dull. We talk about much the same things over and over, except each time it is somehow quite different and interesting. There is no such thing as a boring conversation in the pits. But why? Is it because it is a re-enactment of the hunting group yarn telling? Do we hang on every word because we might learn something that will save our model? Or is it more basic? The flying field is a great leveler, an almost perfect democracy. Do we talk because it is a non-threatening environment?

There is an element of risk in our flying. We launch a perfectly functioning model and time after time take the chance of ruining it. We don't have to prove anything to anybody once it has flown properly. Have you noticed that once you have



mastered a maneuver, you just cannot leave well enough alone? We are forever flying when the wind is just too mean and tricky. We are our own worst enemies. We simply cannot just stick to the basics; we have to keep pushing the edge. Taking off from dry land is not enough, we also like the challenge of lifting off from water and snow. We seem to crave the excitement that a little bit of danger brings. Challenge seems to be a key element. Other people don't challenge us, we challenge ourselves. Nobody on the flight line would dream of daring a fellow flyer to prove that he can fly - it just isn't necessary. Sooner or later, the urge will overcome a pilot, and he will taxi up to the line and take off. It is remarkably similar to an infant bird in the act of fledging. What incredible drive causes a chick to leave the safety of the nest and to throw itself headlong to almost certain destruction? Why fly when you might crash?

It takes a certain type of character to become a pilot. Setting aside the physical requirements for good vision and hand/eye co-ordination, there is a need for a mind set that is different. Have you ever noticed how many people quit in the training phase? Something goes wrong and they lose the faith. Those who have earned their wings know that things are going to go very badly one day and they have learned to accept the consequences and keep going. When a seasoned pilot crashes and smashes, there is no doubt in anybody's mind that he will come back again. We just do. Most of us live pretty dull existences. But, out at the field we can escape the drudgery for a while and play. It is childlike, carefree, unabashed fun. There are no medals, no prizes, just an inner glow. We fly - we

tempt fate - we conquer the elements and defy gravity. Why? Just so that we can do it all over again. It brings some zest into our lives. We become keen observers of weather. In our everyday jobs, we are forever glancing at the sky trying to judge the wind speed and figuring out what it would be like if we were out there flying. We start to observe weather patterns that we would never have noticed before. Equally, we challenge the weather. We fly when it is too windy, too cold and too wet. Why do we fly when we are so uncomfortable? We certainly stop most other activities - like mowing the lawn? Is this also the Neanderthal in us trying to reconnect with nature?



Is flying a sport or a hobby? For most of us, those who build and fly, it is both. Those who meld a box of balsa, assorted bits of wire, plastic and metal into a model airplane are engaging in the time-honored hobby of model

building. The fact that the model is an aircraft, as opposed to a sailing ship in a bottle, is irrelevant at this point. BUT, once the enthusiast actually commits the model to the sky, then it is a sport. It is not quite an athletic activity, but it has elements of lifting, bending, carrying, coordinating and of course praying (and other "...ings") that tend to make it very similar to sports such as fishing. Speaking of fishing, note the similarity - the endless talk, the getting away from it all, the long hours, the varying weather conditions - some nuts even try to ice fish, just like frozen-finger flyers who simply don't know when the season is over.

Why do we get so scared when we fly? Flying is very much safer than driving to the field. You stand a very good chance of being badly hurt just transporting your model to and from the field, but the chance of personal injury if your model crashes is almost nonexistent. Do we somehow transfer our soul to the aircraft such that we tremble when we have a close call? Can you remember that horrible feeling when you flew one into the dirt big time?

There is the nauseating crunch of splintering balsa, the slow-motion crumpling of the thing of beauty into a twisted mess, the initial shock, then a numbness and afterwards a period of grieving. We get very attached to our planes. After all is said and done, it could be allowed that all that is going on is that we are out there reliving our childhood playing with expensive toys.

The actual flying takes total concentration and shuts out the daily problems and annoyances - total relief from the cares of everyday life. Fifteen minutes in the air can leave you totally exhausted and yet as satisfied as though you had just won Olympic Gold. However, it is not just the flying, there is much more to it and that something extra is why we keep coming back for more. But, just try to explain it to someone who has never flown a radio-controlled aircraft in an RC Club setting.

Let's face it, we fly, but we don't exactly know why.

A Point to Ponder...

Mediaeval philosopher William of Occam is credited with developing the principle of parsimony (also known as Occam's Razor). In a nutshell, the principle says that, given a choice between two explanations, choose the simplest explanation—the one requiring the fewest assumptions. If Occam flew RC, do you think he would be quick to say, "I got hit!" in explaining a crash?

Frequency Control

All transmitters are to be kept in the transmitter impound unless you have claimed the appropriate frequency by placing your Club Badge on it. No exceptions. If you are using the electric, helicopter or engine test areas, please attach one of the appropriate pins so we know where you are.

When you are thru flying return your transmitter to the impound and claim your badge so that the frequency is available to others.

REMEMBER...Whoever has the frequency pin WINS. If you turn your radio on, either on purpose or accidentally, and cause another plane to crash YOU are responsible. Your AMA insurance will not cover this loss. You will either have to pay for your mistake out of your pocket or use your home owners insurance. ■

Items left at field

On occasion we all have items left at the field. Radios, starters, batteries, tools, etc. If you find an item(s) that has been left behind and are not sure as to the ownership, please contact Jack DeFilippis at 480-357-0119. It is very important that each of us puts our names on our equipment; a simple return address label usually works. Along with this subject, the AMA requires your name, address, and AMA number be clearly marked on or within your plane. ■

General Membership Meeting Schedule

The East Valley Aviators general membership meets six times each year on the first Wednesday of the month. Meetings are held in the months of January, February, March, May, October, and December. An issue of the Exhaust System newsletter will be published on the club's web site the week before each of the meetings. We will publish the location of the meetings in our newsletter. We are always looking for any input from our members, if you have any articles, pictures or classified ad (free to club members) you would like to see published please contact Leon Spielbusch lspielbusch@hotmail.com (480) 218-5414.

Field Rules Refresher

Each year at this time we welcome our seasonal visitors back to the Valley of the Sun and to EVA. With the Chamber of Commerce weather also comes more usage of our field, which is a good thing!!! Please take a moment to re-familiarize yourself with the field rules for our club. Understanding and following these rules will go a long way in making everybody's flying experience more enjoyable.

EAST VALLEY AVIATORS, Inc "Superstition Field" Flying Site Rules

1. AMA or MAAC (Canadian) Insurance is required.
2. All AMA National Safety Code Rules apply to this field.
3. All radios must be 1991 narrow band and must be Gold Snickered.
4. **USE OF THE TRANSMITTER IMPOUND IS MANDATORY.** When you arrive at the field, verify that your transmitter is off and then place it in the impound area. Your transmitter should remain in the impound area except when you are flying and/or doing ground checks of your equipment. You must have **your** club badge on the proper frequency pin while you have your transmitter out of impound.
5. There are five flight stations designated by the bright yellow parking blocks and orange safety fencing. You must always stand in the flight station behind the yellow block when flying. While flying call out your intention (i.e." take-off", "landing", "on the field", etc.).
6. **Except for takeoff and landing, you must at all times fly your airplane on the north side (far side) of the deadline which is a line down the center of the runway extending to infinity in both directions. IF YOU BREAK THIS "DEAD LINE" RULE YOU WILL BE ASKED NOT TO FLY!**
7. The direction of the wind will indicate landing or take-off direction. Always land or take-off

into the wind. If you are unsure of the pattern, **check the arrow or ask someone.**

8. There must be at least two people present when flying. A member pilot and an observer. **DO NOT FLY ALONE!**
9. All spectators must stay in the Ramada area behind the chain link safety fence when airplanes are being flown. Only pilots and people assisting in the operation of airplanes are permitted in pit area and flight stations.
10. Do not taxi to or from the pit area.
11. If you are an inexperienced pilot and cannot solo fly your airplane in a safe manner, please seek assistance. We will be glad to help you.
12. The use of mufflers is required on all glow or gas engines. You will be asked not to start your engine until you obtain the proper muffler.
13. Under no circumstances are engines to be run in the pit area or under the Ramada. All engines should be started in the designated start-up areas by the flight station you are going to use. Designated engine break-in tables are provided 150ft. away on the southwest end of the parking lot.
14. **THERE IS ABSOLUTELY NO ALCOHOLIC BEVERAGES ALLOWED AT THIS FLYING FIELD!**
15. No trashcans are provided. Please take all of your trash with you when you leave the field.
16. All pets must be on a leash.
17. The Board of Directors acts as the final authority over enforcement of the rules. However, it is also the responsibility of every club member to enforce these flying site rules and for the safe operation of their model aircraft.
18. The last one out for the day is required to lock the gate!

EVA Helicopter Rules

With the increasing popularity of r/c helicopters, the BOD has included the following rules that apply to all helicopters flying at EVA (glow, gas or electric):

- All helicopter flying must comply with all of the EVA flying site rules.
- If a helicopter is to be flown from the flight line, the pilot must use flying station #5. Helicopters are to be flown in a normal racetrack pattern following the usual rules regarding announcement of intentions and giving way to other traffic. Helicopters are not to be hovered when flown from this flying stand except during initial takeoff and landing. At the end of the flying session, helicopters are to be landed on the runway opposite flying station #5 and the rotor systems and engines shut down.
- Helicopters will normally be flown from the eastern helicopter flying area. Helicopters flown from this position are not to cross the edge of the main runway to the north. The flying pattern in the east heli flying area is normally oriented north and south.
- All training of pre-solo heli flyers is to be accomplished in the east heli flying area.

AMA SAFETY RULES

Official

Academy of Model Aeronautics National Model Aircraft Safety Code Effective January 1, 2006

GENERAL

1. A model aircraft shall be defined as a non-human-carrying device capable of sustained flight in the atmosphere. It shall not exceed limitations established in this code and is intended to be used exclusively for recreational or competition activity.
2. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
3. I will abide by this Safety Code and all rules established for the flying site I use. I will not willfully fly my model aircraft in a reckless and/or dangerous manner.
4. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations until it has been proven airworthy.

5. I will not fly my model aircraft higher than approximately 400 feet above ground level, when within three (3) miles of an airport without notifying the airport operator. I will yield the right-of-way and avoid flying in the proximity of full-scale aircraft, utilizing a spotter when appropriate.
6. I will not fly my model aircraft unless it is identified with my name and address, or AMA number, inside or affixed to the outside of the model aircraft. This does not apply to model aircraft flown indoors.
7. I will not operate model aircraft with metal-blade propellers or with gaseous boosts (other than air), nor will I operate model aircraft with fuels containing tetranitromethane or hydrazine.
8. I will not operate model aircraft carrying pyrotechnic devices which explode burn, or propel a projectile of any kind. Exceptions include Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight. Rocket motors up to a G-series size may be used, provided they remain firmly attached to the model aircraft during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code; however, they may not be launched from model aircraft. Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Air Show Advisory Committee Document.
9. I will not operate my model aircraft while under the influence of alcohol or within eight (8) hours of having consumed alcohol.
10. I will not operate my model aircraft while using any drug which could adversely affect my ability to safely control my model aircraft.
11. Children under six (6) years old are only allowed on a flight line or in a flight area as a pilot or while under flight instruction.
12. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

Radio Control

1. All model flying shall be conducted in a manner to avoid over flight of unprotected people.
2. I will have completed a successful radio equipment ground-range check before the first flight of a new or repaired model aircraft.
3. I will not fly my model aircraft in the presence of spectators until I become a proficient flier, unless I am assisted by an experienced pilot.
4. At all flying sites a line 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 line. In the case of air shows demonstrations straight line must be established. An area away from the line must be maintained for spectators. Intentional flying behind the line is prohibited.
5. I will operate my model aircraft using only radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
6. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. A frequency-management agreement may be an allocation of frequencies for each site, a day-use agreement between sites, or testing which determines that no interference exists. A frequency-management agreement may exist between two or more AMA chartered clubs, AMA clubs and individual AMA members, or individual AMA members. Frequency-management agreements, including an interference test report if the agreement indicates no interference exists, will be signed by all parties and copies provided to AMA Headquarters.
7. With the exception of events flown under official AMA rules, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and located at the flight line.
8. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual.

9. Radio-controlled night flying is limited to low-performance model aircraft (less than 100 mph). The model aircraft must be equipped with a lighting system which clearly defines the aircraft's attitude and direction at all times.

10. The operator of a radio-controlled model aircraft shall control it during the entire flight, maintaining visual contact without enhancement other than by corrective lenses that are prescribed for the pilot. No model aircraft shall be equipped with devices which allow it to be flown to a selected pilot.

Free Flight

1. I will not launch my model aircraft unless I am at least 100 feet downwind of spectators and automobile parking.
2. I will not fly my model aircraft unless the launch area is clear of all individuals except my mechanic, officials, and other fliers.
3. I will use an effective device to extinguish any fuse on the model aircraft after the fuse has completed its function.

Control Line

1. I will subject my complete control system (including the safety thong where applicable) to an inspection and pull test prior to flying. The pull test will be in accordance with the current for the applicable model aircraft category. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
2. I will ensure that my flying area is clear of all utility wires or poles and I will not fly a model aircraft closer than 50 feet to any above-ground electric utility lines.
3. I will ensure that my flying area is clear of all nonessential participants and spectators before permitting my engine to be started.

SPECIALIZED SUPPLEMENTAL SAFETY CODES,
RADIO CONTROL COMBAT (#525)
GENERAL RADIO CONTROL RACING (#530)

GIANT SCALE RADIO CONTROL RACING
(#515-A)

GAS TURBINE OPERATION (Note: Special
waiver required) (#510-A)

These special codes and appropriate documents may
be obtained either from the AMA Web site or by
contacting AMA Headquarters.

Please support our local Hobby Shops

Adventure Hobbies

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