

FIELD RULES AND OPERATIONS

SECTION 1. Field Background:

The Long Island Aero Radio Society (L.I.A.R.S.) utilizes the Brookhaven Model Aviation Facility (BMAF) located off Martha Avenue in the Township of Bellport, New York. Long Island Aero Radio Society is currently considered the host club of the (BMAF) by the Town of Brookhaven Department of Parks, Recreation and Human Resources Commission. The most current areal image of the (BMAF) is included as (Attachment I).

SECTION 2. General Field Rules:

- A. Alcoholic beverages are not permitted at the flying site.
- B. Open fires are prohibited at all times.
- C. Flying any model shall be limited to the hours between 9 A.M. and one-half hour before sunset.
- D. The use of radio controlled ground vehicles is prohibited at all times.
- E. Flying of U control aircraft is prohibited at all times.
- F. Launching any type of model rocket or pyrotechnic devices Prohibited at all times.
- G. Guests of a Permit Holder shall be allowed beyond the Spectator Fence into the Pit Area. The guest will be the responsibility of the Permit Holder. GUESTS SHALL NOT BE ALLOWED BEYOND THE PIT AREA. ONLY AMA MEMBERS ALLOWED ON RUNWAY SIDE OF FENCES.
- H. Guests are allowed to fly aircraft provided they have a current AMA membership card and a designated instructor is present. Guests are welcome for 3 days or one month whichever comes first
- I. NO SMOKING permitted at field.

SECTION 3. Aircraft Requirements and PreFlight Check:

The following is a check list for aircraft inspection, pit safety rules and aircraft requirements. In addition to the check list below, the official current AMA Rules apply. **ALL AIRCRAFT MUST BE LABELED WITH THE OWNERS NAME AND ADDRESS OR AMA NUMBER IN OR ON THE AIRCRAFT. FAA number must be displayed OUTSIDE the aircraft.** Failure to comply with these requirements will invalidate your AMA liability insurance coverage and your right to fly at BMAF. Check overall appearance of aircraft for flaws affecting safety.

- A. Check that the engine and propeller are securely mounted.
- B. Check propeller for cracks and damage.
- C. Check left wing for damaged structure, hinges, control horns and linkage. Pull on aileron and flap.
- D. Repeat item for right wing.
- E. Check fuselage for damage or cracks, especially near wing bolt blocks or rubber band supports. Ensure wing attachment hardware is adequate for the aircraft.

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- F.** Check tail group for damaged structure, hinges, control horns and linkages. Pull on elevator and rudder. Check to make sure the tail group is securely mounted to the fuselage.
- G.** Check all on-board switches for proper operation.
- H.** Before each flying session turn on radio and check for proper direction of all control surfaces.
- I.** All new models, models suspected of internal crash damage or models repaired after damage shall be inspected for structural integrity including proper balance, by a Field Safety Officer and/or Instructor prior to flight.
- J.** All engines must be equipped with an Acorn type prop nut or a spinner meeting AMA standards. Aircraft without proper propeller shaft protection will not be allowed to fly. Exposed propeller shaft threads are not permitted. **L.** An on-board kill switch is required for all ignition engines.
- M.** A fire extinguisher is required when fueling or defueling gasoline powered engines. A catch can is required to collect any excess fuel spill during fueling of gas or glow engines. It is suggested that all flight activity cease during the first flight of a new aircraft or the first flight of a repaired aircraft that had previously been seriously damaged.

SECTION 4. Frequency Control:

AS OF OCTOBER 2020, 72mhz radios are no longer allowed at the field or to be used. 2.4 Mhz ONLY.

- A.** All pilots are required to provide their own control pin. The acceptance of a pin will be at the discretion of a Field Marshall. Pin usage shall be as follows:

2.4 Ghz: A clothes pin with a 1" square placard attached to the clip end. The placard must state 2.4 Ghz. The entire pin shall be white and red or entirely white. The pin must contain the pilots name and AMA number. The pilots name shall include last name initial. Pilots should keep the 2.4 Ghz pins on the transmitter when the pilot is not flying for identification purposes. These pins are to be used to control the flight line. They are also to be used to create a waiting list in times of heavy field use. They are to be placed on the left side of the impound rack as such to create a waiting list to fly.

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- B.** There are two Transmitter Impound Areas, one for each runway/pit area. If you are using the transmitter while working on your aircraft, the pin should be placed on the board with the red side showing. You will then have use of the spot for a maximum of 15 minutes. This limitation is regardless of whether your aircraft is in the air or on the ground. At the end of the 15 minute period you must relinquish the spot. If no one else is on the waiting list to fly, you will remain off for at least 5 minutes, unless there are less than three fliers at the field. This is to allow others an opportunity to fly. When you are finished, turn the transmitter off prior to removing your pin and returning the transmitter to the impound area.
- D.** 2.4 Ghz transmitters are allowed to be turned on at **anytime** for model repairs. 2.4 Ghz users must use a pin on the horizontal rails as a place holder and must be counted as part of the total aircraft in use.
- E. All transmitters must be in the impound area when not in use.**

NOTE: A PROBATIONARY or STUDENT can only operate a transmitter under the direct supervision of an INSTRUCTOR or FIELD SAFETY OFFICER.

SECTION 5. Engine Starting, Test and RunUp:

- A.** When engines are started, the aircraft should be pointed away from the Spectator Area, other persons and equipment in the Pit Area. Every effort should be made to ensure the prop arc is clear.
- B.** Adjustment of engine needle valve should be accomplished with the aircraft on the ground or firmly held by a starting bench or other sufficient restraining device
- C.** Engines are not to be run-up directly on the Flight Line. An area midway between the Pit Area and the Flight Line should be used. Engine run-ups in the Pit Area will not exceed 30 seconds in duration, otherwise the aircraft will be removed to a remote area as defined by a Field Safety Officer.

SECTION 6. Flight Operations:

All flights will be conducted over the cleared area of the field not to exceed **100 feet** beyond the tree line or **above 400 feet**.

- A. No more than four (4) aircraft are allowed in the air at any given time.**
- B.** A fifth (5) aircraft will be permitted in the "3D" designated areas at each end of runway for those experienced pilots which have demonstrated a high level of aircraft maneuverability. Please see (Attachment I) for an outline of these designated areas. Pilots must keep the aircraft within this area throughout the duration of the flight. The pilot utilizing this area may takeoff/land on an active runway ONLY if he/she notifies the pilots on the main flight line. Pilots **MUST** utilize a spotter/skywatch while utilizing this area. **Only one aircraft is allowed in the 3D practice area at any one time.**

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- C.** While flying, the pilots will stand in the designated area for the active runway. Only Field Safety Officers, Pilots and their sky watch/spotter are allowed on the Flight Line. If requested, an Instructor may stand on the Flight line with a Pilot. Beginners/Students must have an Instructor on the Flight Line. After takeoff the Pilot must stand in the Flight Station. It is intended that the Pilot be able to stand in the Flight Station for take-off, the flight and landing.
- D.** All aircraft shall be effectively muffled to meet 90 DBA at 15 feet. It is the intent that eventually all aircraft will meet the recommended (noise/sound) standards of the AMA.
- E.** Only the active runway shall be used, except for emergency landings. The active runway will be determined by the prevailing wind. If during the course of the day a significant wind shift occurs, a runway change may be required. The decision will be based on a consensus of the Field Safety Officers and Instructors present.
- F.** The active runway shall be used for take-off, landings, "touch and goes" and landing approaches. The first maneuver after take-off shall be a turn away from the Flight Line. ALL AEROBATICS AND HIGH SPEED LOW ALTITUDE PASSES shall be done at twice the runway width or greater towards the infield.
- G.** When a pilot declares a "dead stick" condition, that pilot shall have the right of way. All other aircraft will climb to a safe altitude to provide as free as possible condition for the "dead stick" aircraft.
- H.** No engine restarts shall be made on the runway. Restarts will be done behind the Pilot's Flight Line.
- I.** All aircraft must be started or Armed (if electric) on starting benches. Larger gas powered models can be started on the ground using pole restraints at end of flightline. However, at no time shall the aircraft be pointed towards the spectators or the pilots on the Flight Line. While crossing the Flight Line the aircraft can be taxied midway between the occupied Flight Stations.
- J.** To enter the active runway, check to make sure no other aircraft are on the runway or in the landing pattern. Announce to Pilots that you intend to take-off. Pilots on the Flight Line should acknowledge your intent.
- K.** After landing turn off the runway as soon as possible and shut down the engine. The aircraft must be towed or carried back to the Pit Area. The Pilot is prohibited from taxing back to the Pit Area.
- L.** At no time will a Pilot intentionally allow his aircraft to fly behind the Flight Line. The Flight Line is defined as a line running along the Pit side of the paved surface of the active runway and extending indefinitely in both directions parallel to the length of the active runway.
- M.** Pilots must announce their intent and be acknowledged. "Taking off" "On the Runway" "Clear Prop" "Landing" "Dead Stick" "On the Field" etc.

SECTION 6. Gliders:

The use of gliders shall be permitted. They shall be governed by the same rules as fixed wing powered aircraft. Power assist launches and High Starts shall be permitted. Winches are prohibited. Power assist launches shall be from the active runway only. Placement of High Starts will be at the discretion of the Field Marshall.

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SECTION 7. Helicopters:

Helicopters will be permitted for those members who have been members in good standing prior to OCTOBER 2020, and are current. They will be granted the ability to hold a STUDENT ROTARY WING PERMIT. The member holding the STUDENT ROTARY WING PERMIT shall be allowed to fly at the club field **ONLY** when accompanied by a rotary wing instructor until such time he/she can successfully pass the "rotary wing pilot test". All helicopter flying will be subject to the following conditions:

- A. HOVERING: Prolonged periods of hovering are not permitted from the active runway. Hovering and, such activity associated with learning basic helicopter control, shall be conducted in the "3D" designated areas. Helicopters which are being operated within this area will be counted among the normal aircraft maximum not to exceed five (5). However, at most only one helicopter may be hovering concurrently. A spotter/skywatch must be present in the "3D" area to remain alert for overhead fixed wing aircraft. All other applicable safety rules and 15 minute time limit shall be coordinated from the active impound area. Between flights the helicopter and support equipment must be returned to the active Pit Area.
- B. HELICOPTER FLYING, within the airspace shared by fixed wing aircraft, shall be conducted from the active runway and its respective Pilot Flight Line. The Pilot may use the active runway for take-off and landings only if the main flight line is notified. The Pilot MUST use the "HELI" flight station when flying on the active runway. All Flight Operation Rules for fixed wing aircraft shall apply. In this case the helicopter will be considered as one of the five (5) maximum aircraft in flight. Hovering maneuvers shall be done beyond the far edge of the runway. All other safety rules shall remain in effect.

C: Multirotor Aircraft

1. Members flying multirotor aircraft must hold a LIARS fixed wing pilot permit for at least one year.
2. Practice can be performed in the practice area or the regular runway if it is not being used.
3. A waiver to fly on the active runway can be obtained when 2 instructors verify that the aircraft can be flown safely.
4. Multirotor aircraft will be flown at the last station on the south side.

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D. FPV

1. Rules for multirotor aircraft will apply.
2. FPV Pilots must have a spotter.
3. FPV pilots must know and follow all FCC and FAA rules and guidelines.
4. An amateur radio license is required if utilizing amateur frequencies.
5. FPV flying must be within the confines of the field and follow all rules established for fixed wing aircraft.

THIS IS THE END OF THE FIELD RULES AND OPERATIONS

Attachment I Aerial

View of BMAF

“3D Areas” indicated by white boxes

