

Longmont Aircraft Modelers Association
Field and Operating Rules
Revised 1/30/2008
Approved 2/21/2008

This set of rules is designed to enhance the enjoyment of the hobby by providing guidelines to protect our members and flying site.

General Field Rules

1. The LAMA flying field is open to all fully paid LAMA members in good standing. Members should display their LAMA membership cards when at the field.
2. Normal hours of operation are from 8:00 A.M. until dark. Night flying upon request may be permitted.
3. **All new members must sign an acknowledgement copy of these rules.**
4. Parking must be in designated areas.
5. Children shall be supervised and animals shall be on leashes at all times.
6. Clean up your own mess. Each member is responsible for removing all trash from the field at the end of a visit. Pick up all the pieces of any crash.
7. All spectators and guests must leave with the last LAMA member out. The last LAMA member to leave the field must ensure that the doors and gates are locked.
8. Any problem with the site, such as damage to the equipment, vandalism, or unexplained crashes, etc. should be reported as soon as possible to any club officer.
9. **Operation on channel 20 or 21 is not allowed at the LAMA flying field.**

Sound Level Rules

1. All engines .10 cubic inch displacement or above must be fitted with an adequate sound suppression device.
2. The use of the standard muffler, as supplied by the engine manufacturer, will be deemed adequate as long as it does not exceed the LAMA maximum sound limit.
3. The use of after market or home made mufflers is acceptable if comparable to the sound emission of the standard muffler, or in the absence of a standard muffler, other engine/muffler combinations of similar size.
4. To ensure compliance, **all powered aircraft (excluding electric powered) must be tested to the maximum LAMA sound limit prior to flying at the LAMA Field.** Testing will be performed using the "Sound Level Testing Procedures" described in Appendix 1, 2, and 3.
5. The Safety Officer shall be responsible to administer the LAMA sound level program. This will include the training of testers, maintenance of the sound equipment and log books, entering of data into the database, and ensuring that all members comply with the LAMA sound level rules.
6. The Safety Officer, at the request of any member, or at his own discretion, may require the retest of any aircraft.
7. Any disputes over the results of a test will require a retest by the LAMA Safety Officer. The judgment against an aircraft by the Safety Officer will remain in effect until the failure is corrected and

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reassessed by the Safety Officer or overturned by an appeal to the Board of Directors. The decision of the Board of Directors on all appeals will be considered final.

8. **The above rules apply to daily flying at the field by members and their guests. Members are responsible to inform guests of these rules and to enforce their compliance.**
9. Special club events, contests, fly-ins, etc. must state their field/sound rule compliance/variance when they are proposed and prior to acceptance into the club calendar. Requests for variances to the field/sound rules must be published to the general membership prior to the meeting at which they will be presented. Variances cannot cause a violation of the LAMA Maximum Sound Level Rule. Approval by a majority of the meeting attendees is required for all variances.
10. Any event which includes other than LAMA members must include a (Mufflers Required) notice.
11. To assist members in the selection of aircraft components when planning and constructing an aircraft, LAMA will maintain a log of all testing results on the LAMA website.

LAMA Maximum Sound Level Rule

1. All powered aircraft flown at the LAMA flying field must be tested and must meet the Maximum Sound Level Rule prior to flying. All aircraft must be retested prior to flying if any of the components affecting the sound level have been changed. Electric powered aircraft are excluded from mandatory pre-flight testing.
2. The LAMA maximum sound limit is 96 dB A measured at a distance of 25 feet from the centerline of the airplane in the plane of the propeller. The sound meter shall be located 24 inches above the surface. All sound tests shall be performed with the engine running at maximum throttle.
3. The LAMA maximum sound limit for helicopters is 96 dB A while the aircraft is hovering approximately 3 feet above the surface. The sound meter will be held at waist level approximately 25 feet from the aircraft. Helicopters set up for multiple hover head speeds will be tested at the highest setting.
4. All readings will be taken down wind, from the muffler side and over a Geotex surface. The Geotex surface must extend between the aircraft and the sound meter.
5. Three readings will be taken over a short period of time.
6. The aircraft meets the maximum sound limit if the average of the 3 checks is equal to or less than 96 dB A.
7. All testing results will be recorded in the LAMA Sound Logbook.
8. Retesting of an aircraft will be required if any of the following components are changed: engine, muffler, and/or prop size/pitch has been reduced.

General Flying Rules

“Let courtesy and safety prevail at all times.” The rules that follow are set up, as nearly as possible, to take the flyer safely from arrival to leaving the field.

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1. **All AMA safety regulations must be observed.**
2. Upon arrival at the field, check that your transmitter is off and impound it at the Frequency Control Center. If the appropriate frequency pin is available you may attach it to your transmitter and take it to your flight station. You must leave your LAMA membership card (LAMA members) or AMA license (Guests only) in the cardholder while you have the frequency pin in your possession. Transmitters must be impounded if you do not have the frequency pin in your possession. This rule applies to all radio aircraft frequencies.
3. You may then move your equipment to the pit area.
4. When your aircraft is ready to fly, if you do not already have your transmitter, retrieve it from the impound area following the rules outlined in 2 above.
5. Start your engine and carry your aircraft or restrained taxi to one of the taxiways or the runway.
6. **All flying shall be done from one of the flight stations.** A maximum of six powered aircraft may be in the air at one time.
7. When you are ready to fly, check for traffic (landing aircraft have the right of way), call out "TAKING OFF", taxi out, observe the active runway direction, take off, and have fun.
8. **During takeoffs and landings do not fly south of the line described by the south edge of the runway for the Leigh of the runway.**
9. Now that you are airborne, remember: No landing against traffic except in an emergency, make all high speed low passes with caution and always north of the runway, stay close to our field to see and control your plane, and finally, always give way to any aircraft in trouble, for example dead stick or glitch problems. If you get into trouble, call it out in a loud voice to let other flyers know you have a problem.
All 3D flying shall be done north of the runway.
10. When you are ready to land call out "LANDING". Once you are safely down, taxi off the runway or retrieve your aircraft (when you have to walk on the runway to retrieve your aircraft, call out "ON THE RUNWAY" and "CLEAR" when you are off the runway). Don't taxi south of the line described by the flight stations. Shut off the engine, turn off your transmitter, remove your LAMA membership card or AMA license from the cardholder, replace the frequency pin on the cardholder and notify anyone queued for the frequency that it is available.
11. When ready to leave, pick up all gear, and then take your transmitter last. **BE SURE TO REMOVE YOUR LAMA MEMBERSHIP CARD OR AMA LICENSE AND CLIP THE FREQUENCY PIN TO THE CARD HOLDER!**

The above rules are designed to prevent accidents and shoot-downs. Frequency control is as important to safety as it is to your pocket book. Remember, if you shoot it down, you buy it.

General Rules for Students

1. **Non-soloed pilots may not fly at LAMA Field without an instructor.** Solo certificates may only be awarded after a qualifying check flight with a LAMA instructor.

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2. LAMA instructors are not responsible for damage to student aircraft.

General Rules for Guests

1. **Guest pilots must have a current AMA membership.**
2. Guest pilots must be accompanied to the flight line by a LAMA member to ensure that the rules are followed.
3. Guests must leave with the member they came with.
4. LAMA encourages all its members to bring guest pilots to the field, and we hope that they will join LAMA. However, after the third trip to the field, guest pilots from the local area will be asked to become LAMA members.

Everyone is encouraged to introduce yourself to people you don't know. There are many talents in our club, and much can be gained by getting to know one another.

(New members must sign.)

I acknowledge that I have read, understand and will abide by these rules.

(Print Name)

(AMA Number)

(Signature)

(Date)