

OPERATING AGREEMENT
Model Air Field

THIS OPERATING AGREEMENT, made this 12 day of March, 2012, The State of Colorado, Department of Natural Resources, Colorado Parks and Wildlife (CPW), Chatfield State Park, 11500 North Roxborough Park Road, CO, hereinafter referred to as the State, and the Jefco Aeromod'lers a non-profit, Title 1 C7 corporation hereinafter referred to as Jefco.

WITNESSETH:

WHEREAS, CPW controls through a leasehold interest with The United States Army Corps of Engineers certain lands known as Chatfield State Park which include certain facilities and appurtenant structures and other improvements, known as the Model Airplane Field; and

WHEREAS, CPW is responsible for providing outdoor recreation and outdoor education opportunities to the citizens and visitors to the State of Colorado and for protecting, preserving, enhancing and managing those lands under its jurisdiction and utilized for recreation and educational purposes (33-10-101 through 33-10-114 Colorado Revised Statutes (C.R.S.); and

WHEREAS, CPW has the authority to enter into cooperative agreements with other agencies and political subdivisions including Colorado nonprofit corporations for the purpose of promoting it's statutorily authorized programs including a wide variety of park, recreation and educational programs. (33-10-107-(1) (d), C.R.S.); and

WHEREAS, The Model Airplane Field was developed through the cooperation of the State and Jefco including funds from the Land and Water Conservation fund and the State has provided an area (exhibit A) and certain facilities (exhibit B) for the use and benefit of the public in areas under the administration of the CPW; and

WHEREAS, Jefco was founded in 1959 and is a chartered club of the Academy of Model Aeronautics (AMA). AMA serves as the governing entity of the model aviation hobby and supports and promotes the hobby through education, school programs, events and provides liability insurance for chartered clubs and its members.

WHEREAS, such facilities included in this Operating Agreement are being made available to Jefco with the intent that they will operate and provide service to and for the general public, and shall be available to the public at all times except when Chatfield State Park is closed (for administrative or emergency purposes) and access is restricted.

WHEREAS Jefco has since 1978 improved the model airplane flying field by installing runways, a shelter building, storage building, a fenced in storage area, concrete pit area and walks, signage kiosk and other improvements. These improvements and their long term maintenance equal an investment by Jefco Aeromod'les of a considerable value.

WHEREAS Jefco a volunteer organization, maintains the airfield with its members contributing labor of approximately 4000 hours and \$10,000 in money each year.

NOW THEREFORE, in consideration of the mutual agreements, conditions and provisions hereinafter set forth, the parties to this Agreement agree as follows:

Operations, Safety & Improvements

1. Jefco will maintain a radio controlled model aircraft flying site, with appurtenant facilities, as currently exists including added improvements that are approved by the Park, at Chatfield State Park (see exhibit A). Specifically;
 - Keeping the area in good order, free from all debris, which shall be properly removed and lawfully disposed of, allowing no unnecessary damage to said land or facilities.
 - Maintaining the flight operations facilities including runways, taxiways, transmitter stands, signs and frequency posts.
 - Provide mowing as agreed upon with the park. Mowing is completed for the purposes of aesthetics, weed control, and wildfire mitigation.
 - Any non-routine maintenance shall be coordinated with and approved by the State before said work is undertaken.
2. Jefco will not discriminate against any person or persons because of race, creed, color, natural origin, sexual orientation or religion in the conduct of its operation. All persons wishing to use the facilities for their intended purpose shall be allowed access subject to field and safety regulations developed and approved jointly by CPW and Jefco, (see exhibit C) except in those instances that conflict with previously committed use of the facilities through issuance of a Special Activity Permit by CPW.
3. Jefco will encourage safe operations at the flying site by posting, maintaining and encouraging compliance with published Academy on Model Aeronautics (AMA) and Jefco safety rules, said signs and published materials, being subject to the approval of the State Park Manager.
4. Jefco will act to govern the activities of the flying site to promote the safe flying of radio controlled aircraft and have its qualified instructors available to instruct the public in how to fly radio controlled aircraft for enjoyment and recreational purposes.
5. Jefco will provide insurance to the State for any Jefco contracted maintenance or construction at the site. The limits will be as defined in 24-10-114 CRS. and the State and US Army Corp of Engineers listed as additionally insured.
6. Jefco will provide the State with a club liaison. The club will promptly provide the State with any changes to its formal contact information.

7. Jefco will encourage its members and/or the organization to carry at minimum, general liability insurance.
8. In the event Jefco including its members act in a manner that is irresponsible or creates safety issues which cannot be resolved, then upon 30 days written notice this agreement can be terminated.
9. The State will provide access, parking, sanitary facilities, trash collection, as described below, enforcement of applicable laws and regulations on a concurrent basis with Douglas County Sheriff's Office, and other services normally provided at the State Park, provided funds are available.
 - Maintain the access road and parking lot.
 - Maintain the existing sanitary facilities
 - Provide trash removal from the dumpster and other approved containers provided by the Park
10. Any additional improvements to the Model Air Field will require Jefco to obtain written approval from the State following submission of a written request to the Park Manager. The State reserves the right to deny such approval for any reason.
11. The State will post and maintain entrance and regulatory signs.
12. The State authorizes Jefco at the times that the airfield is in use and two members of Jefco are present to be considered being supervised by Jefco. All non-members shall be permitted to use the flying area. All Radio Controlled (RC) flyers must be current members of the Academy of Model Aeronautics (AMA) and shall have their membership card in possession while flying at Chatfield. All RC flyers must also abide by all rules and regulations posted and administered by Jefco. Jefco shall have the authority, within their respective areas, to request that violators of such rules and regulations either conform or be asked to remove themselves from the premises. At all other times, any use of the flying area shall be at the users own risk and in accordance with any posted rules and regulations. Jefco will allow non AMA members to fly at the airfield under the supervision of a current Jefco member in good standing up to 5 times. Jefco will maintain records of non AMA members flying at the airfield.

Term

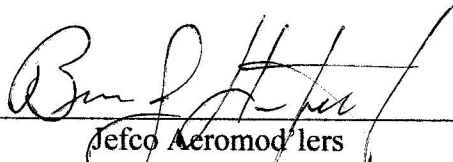
1. This Operations Agreement shall be granted for a period of 1 year with the option of an additional 10 years provided Jefco has fulfilled its terms of this agreement from and after the date of this instrument; subject to termination by mutual agreement or by either party, with 60 days notice. In the event that the State or Jefco should elect to exercise its 60 day notice, a termination agreement will be negotiated between the parties.

It is understood and agreed that Lease No. DACW45-1-03-6005 and any amendments thereto between the United States of America as represented by the Secretary of the Army and the State of Colorado are incorporated herein and by this reference made a part hereof and that this Operations Agreement shall be subject to the terms and conditions thereof as applicable.


Colorado Parks & Wildlife

Asst. Director
Title

3/12/12
Date


Jefco Aeromod'lers

V.P.
Title

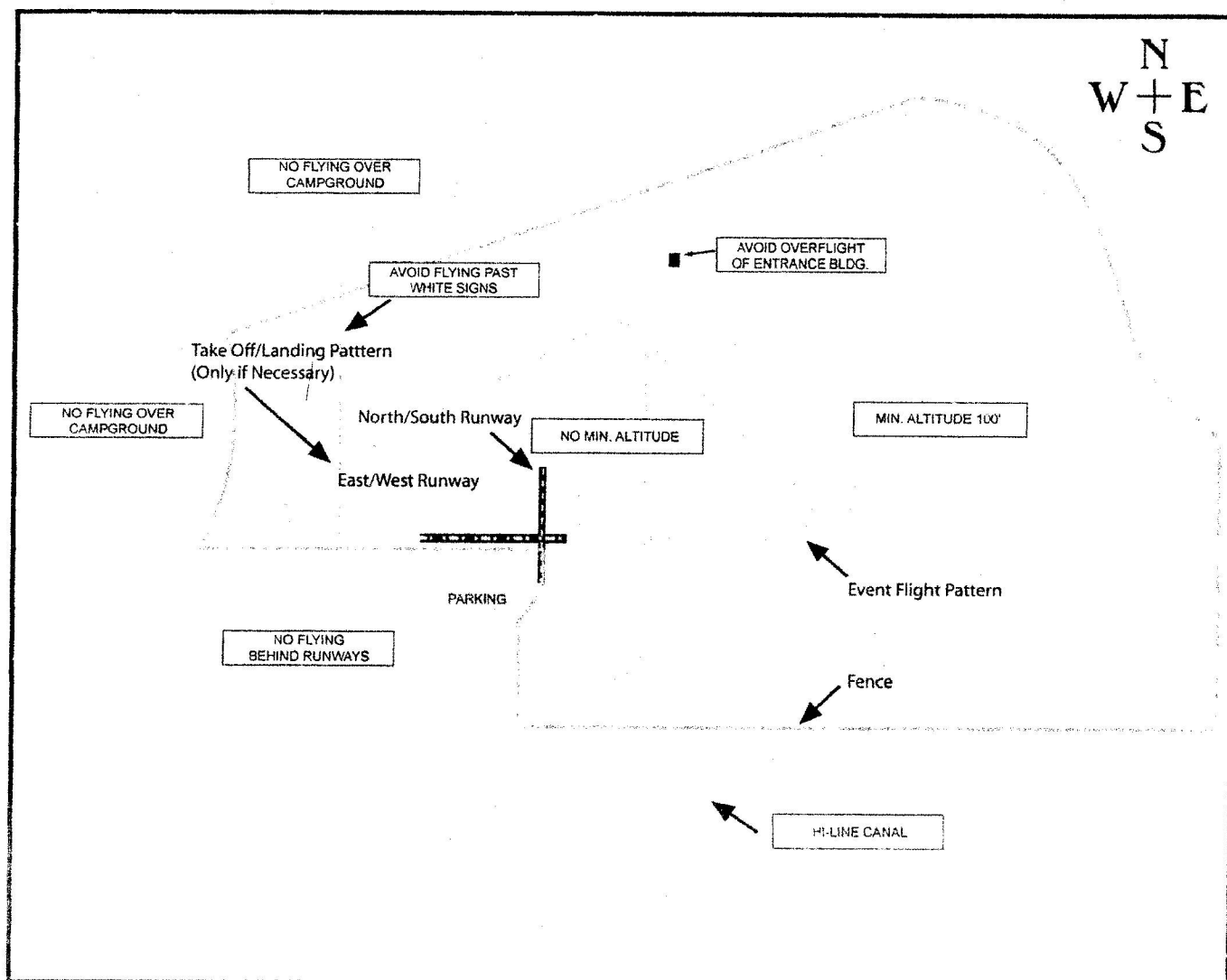
Feb 22, 2012
Date

Thomas L. Hooser
FEB 22, 2012
Pres

FLYING BOUNDARIES

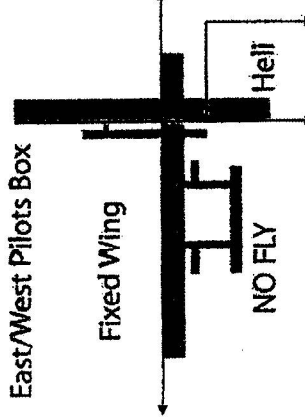
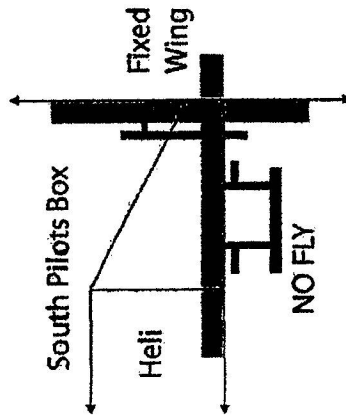
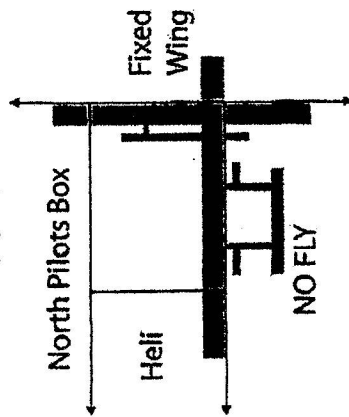



Colorado State Parks



- \$10 Additional Membership for family member desiring voting privileges.
- \$15 Club Initiation Fee allocated to the runway maintenance fund, fee charged per household.
- \$10 Associate membership available for out-of-state members with no voting privileges.

Jeico Aeromod'lers Home Page: www.jeicoaeromodlers.org
Revisions to this page, April 2010, Wind Phone Line at Marina 303-399-3332.



CHATFIELD AERODROME RIGHT-OF-WAY RULES & DIAGRAMS

20-A PRIMARY RULE: Except for landings and takeoffs, all flying must take place in front of the line formed by the far edge of the active runway, extended to infinity in both directions.

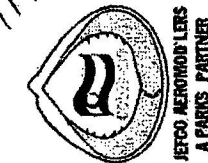
20-B SECONDARY RULE: Under "Special Circumstances" the authorized flight area may be modified in accordance with the diagrams and descriptions below:

ALL WHITE LINES WITH ARROWS EXTEND TO INFINITY. NEVER CROSS A SOLID WHITE LINE. CROSSING A DASHED WHITE LINE IS A "SPECIAL CIRCUMSTANCE" AND REQUIRES REQUEST, CONFIRMATION, AND AGREEMENT OF ALL PILOTS IN THE PILOTS BOX. EXCEPT FOR LANDINGS AND TAKEOFFS, THE MINIMUM ALTITUDE OVER THE ACTIVE RUNWAY AND ITS FINAL APPROACH AREA IS 100-150 FEET IF USING 20-B "SPECIAL CIRCUMSTANCE".

EXPLANATION: In the diagrams on this page, locate the pilots' box that you will be flying from and fly in the area labeled "FIXED WING" and abide by the criteria above.

The white dots at the northeast corner of the Heli area represent the orange cones/stags in the field, placed there to help identify the flying boundaries.

See Rule 20 for further explanation.



FIELD SAFETY & OPERATIONS MANUAL

2010

V3.1 8/10

CHATFIELD RADIO CONTROL MODEL AERODROME

FUNDED, OPERATED & MAINTAINED BY THE

JEFCO AEROMOD'LERS

11500 North Roxborough Road
Littleton, Colorado, 80125

AMA SANCTIONED #176
PRESENTED THE AMA AWARD OF EXCELLENCE CLUB

PRESENTED THE FIRST "PARKS PARTNERS" AWARD GIVEN BY
THE COLORADO DIVISION OF PARKS & OUTDOOR RECREATION

LEGAL REQUIREMENTS

1. ALL FLIERS USING THIS FACILITY WILL ABIDE BY THE STATE PARK RULES & REGULATIONS & THE FIELD SAFETY OPERATIONS GUIDELINES OF THE JEFECO AEROMOD'LLERS CLUB AMA 176.

EXPLANATION: The Jefco Aeromod'lers Club AMA #176 is under contract through the State of Colorado division of Parks and Recreation to enforce Field Operation Guidelines. Any QUALIFIED model pilot may use this facility. That pilot must fly according to AMA Safety Code & Jefco Aeromod'lers Field Safety Operations Rules. Being a member of Jefco Aeromod'lers Club is not mandatory.

NOTE: GOOD REASON FOR BEING A CLUB MEMBER: THIS FIELD WOULD NOT EXIST WITHOUT COOPERATION BETWEEN JEFECO AND THE STATE DIVISION OF PARKS!

2. ALCOHOLIC BEVERAGES ARE PROHIBITED ON THE FLIGHT LINE SIDE OF THE SPECTATOR FENCE.

EXPLANATION: Yes, it is legal to drink 3.2 alcoholic beverages in Chatfield State Park. No, it is not legal nor allowed to have or drink alcoholic beverages on the flight line side of the spectator fence. This will be enforced by Jefco and the State Parks Rangers! Remember, you are liable for your actions!

3. ONLY POSTED AUTHORIZED FREQUENCIES MAY BE USED. (2.4 GHZ is permitted)

EXPLANATION: The Academy of Model Aeronautics has over the years lobbied for and succeeded in acquiring many frequencies for model usage. Chatfield State Park is designated for aircraft only frequencies. All channel and frequencies are clearly marked on each impound station. As of January 1992 ONLY GOLD STICKER transmitters are allowed.

NOTE: Channel 20 and 21 are NOT ALLOWED! AUDIO TV/ CHANNELS 3 AND 4 INTERMODULATE WITH R/C CHANNELS 20 AND 21. THIS IS A NATIONWIDE PHENOMENON.

THIS IS A SAFETY HAZARD!!

4. THERE SHALL BE NO MODEL ENGINES RUN OR AIRCRAFT FLOW BEFORE 7:00 A.M. OR 30 MINUTES AFTER SUNDOWN.

EXPLANATION: WARNING...PARK RANGERS ISSUE TICKETS! The Chatfield State Park is used by many other people besides modelers. Overnight campers have facilities with 1/2 mile of our flying site. We have made an agreement with the parks department not to produce any model engine noise during curfew hours!

5. ANY MODEL FLOWN AT THIS SITE SHOULD NOT EXCEED THE CURRENT POSTED SOUND LEVEL.

EXPLANATION: There is no current sound level limit. Jefco has installed a state of the art sound meter. Operation instructions are on the unit. We have an active sound monitoring program, which will enable you to design your engine installations for lowest optimal sound levels.

NOTE: DESIGN FOR THE FUTURE BELOW 90 db IS OPTIMAL.

NOTICE TO TURBINE PILOTS

Pilots flying axial or centrifugal flow turbines must have a current AMA turbine waiver, and have it in their possession.

These special codes and appropriate documents may be obtained either from the AMA web site at www.modelaircraft.org or by contacting AMA Headquarters.

ACADEMY OF MODEL AERONAUTICS (AMA) INFO:

The Jefco Aeromod'lers Club #176 is chartered with the Academy of Model Aeronautics. AMA is located at 5161 E. Memorial Dr., Muncie, Indiana 47302. 1-800-4 FLY AMA. AMA is the world's largest sport aviation organization. AMA membership provides you with insurance benefits and an informative monthly magazine "Model Aviation". AMA membership forms are available from local hobby shops and clubs.

JEFECO CLUB INFORMATION

Membership in the club is open to anyone who is a current AMA member and is interested in the building and/or flying of radio controlled aircraft. The following are available to all club members.

A monthly business meeting, normally with informative and constructive and/or entertaining programs. An informative monthly newsletter, THE JEFECO FLYER. A club badge, yearly membership card and yearly awards banquet. Flying events where participants compete for trophies and/or prizes. Paved runways and taxiways with concrete pit and ramp areas, main runway 700' x 50' and auxiliary 590' x 40'. An Instruction Program designed for beginning pilots to learn the basics of flying their own RC aircraft with Jefco Member Instructors who volunteer their time, talent and support. This program is available April thru September on Thursdays, 5 p.m. till dark, weather permitting. All other days, arrangements may be made between student and instructor.

CLUB PURPOSE

To promote the building and flying of radio-controlled model aircraft; and to aid, insofar as possible, the national program of the Academy of Model Aeronautics (AMA) and other AMA activities—looking toward the continual advancement of modeling in the USA.

CLUB FLYING SITE

Our flying site, Chatfield Aerodrome, is located in the southeast area of Chatfield State Park, directly south of the campgrounds. The runways were paved in 1978, with monies raised by the club and matching funds from the Federal Government. Since then, the club has invested another \$110,000+ in additional improvements, plus an additional \$68,000 in 2009 for runway resurfacing. In July of 1989, our club was presented the first "Park Partners" award ever given by the Colorado Division of Parks and Outdoor Recreation for recognition of its outstanding efforts and contributions in making the flying field a reality. This further recognized the cooperative partnership existing between the club and the Division in promoting the sport of model airplanes and outdoor recreation at Chatfield State Park.

CLUB MEETINGS

The Jefco Aeromod'lers Club meetings are held on the First Wednesday of every month at the Sheridan Middle School Cafeteria (northwest door), 4107 S. Federal Avenue. The business meeting begins at 7:30 p.m. with "Hangar Talk" and informal get-together before the meetings, beginning at 6:45 p.m.

CLUB MEMBERSHIP DUES

\$35 Annual Adult Membership which entitles the member and their family to join all club activities plus one vote.
\$10 Annual Junior Membership entitles the member 19 years of age and under, all club privileges, plus one vote.

3. At all flying sites a safety line or lines 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 safety line. In the case of air shows or demonstrations a straight safety line must be established. An area away from the safety line must be maintained for spectators. Intentional flying behind the safety line is prohibited. (See AMA Document #706 for Recommended Field Layout.)
 4. 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 (HAM) frequencies.
 5. I will not knowingly operate my model aircraft within three (3) miles of any preexisting flying site without a frequency-management agreement. (See AMA Document #922 for Testing for RF interference. See AMA Document #923 for Frequency Management Agreement.)
 6. With the exception of events flown under official AMA Competition Regulations rules, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
 7. 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. This does not apply to model aircraft flown indoors.
 8. Radio-controlled night flying requires a lighting system that provides the pilot with a clear view of the model's attitude and orientation at all times.
 9. 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. First-Person View (FPV) flying may only be conducted in accordance with the procedures outlined in AMA Document #550.
- FREE FLIGHT (not allowed at Chatfield)**
1. I will not launch my model aircraft unless I am at least 100 ft. downwind of spectators and auto 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 (currently not allowed at Chatfield)

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 Competition Regulations 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 AMA Documents

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, Park Flyer Safe Operating Recommendations #545, First Person View (FPV) Operations #550, Recommended Field Layout #706, Procedure for RF Interference Testing between Model Sites #922, Frequency Management Agreements #923, See and Avoid Guidance #540-D, Team AMA Air Show Safety Document # 718.

FIELD SAFETY OPERATIONS RULES, EXPANDED

1. FLIERS ARE REQUESTED TO HAVE AN AMA LICENSE AND MUST FLY ACCORDING TO THE AMA SAFETY CODE.

EXPLANATION: The State Division of Parks REQUIRES ALL PILOTS that use Chatfield Aerodrome fly according to the AMA SAFETY CODE & JEFCCO AEROMODLERS FIELD OPERATION GUIDELINES. Not being a member of AMA, in no way, exempts compliance with JEFCCO'S OPERATING GUIDELINES NOR compliance with the AMA SAFETY CODE. Being a member of Jefccco Aeromodlers is not mandatory BUT ALL PILOTS MUST comply with all FIELD SAFETY OPS GUIDELINES. FAILURE TO DO SO COULD LEAD TO DENIAL OF USAGE OF THIS STATE PARK FACILITY TO THAT INDIVIDUAL!

NOTE: GOOD REASON TO BE AN AMA MEMBER...INSURANCE.

2. RECKLESS OR UNSAFE FLYING WILL NOT BE TOLERATED. ALL FLIERS ARE REQUIRED TO OPERATE THEIR AIRCRAFT IN A SAFE MANNER AT ALL TIMES.

EXPLANATION: Due to the ever-increasing interest and popularity of this hobby/sport more people are taking up this pastime. We are obliged to share this facility with others in a safe and courteous fashion.

3. DO NOT ORIENT YOUR AIRCRAFT IN SUSTAINED FLIGHT TOWARDS THE PITS AND/OR SPECTATOR AREA.

EXPLANATION: Years of sport flying have been conducted here, most of which includes very few seconds of Sustained flight toward the pits or spectator area. We have had a few people with the wrong ATTITUDE who have accumulated more than their share of flight toward spectators/pit area. Sustained flight toward this area is like TIME BOMB TICKING with nobody knowing when it will go off. IF YOU OBSERVE THIS TYPE OF FLYING, point it out to the pilot and if it isn't corrected, discuss it with a club member or safety officer. We all hope our skill and equipment will not fail us. Safety revolves more around the more realistic ATTITUDE that something will quit working eventually. So, keep it pointed toward the safe flight areas!! NOT PEOPLE. NOT THE PARKING LOT. NOT THE WHOLE SOUTHWEST QUADRANT AND NOT NEAR THE CAMPGROUNDS. NO EXCEPTIONS!! It is the responsibility of everyone in the pit area to pay attention to active aircraft. LOUDLY let everyone know if you see an accident about to happen.

4. NO PERSON SHALL POSITION THEMSELVES ON OR NEAR THE FLYING FIELD IN A MANNER THAT WOULD BE OBSTRUCTIVE OR HAZARDOUS TO THEMSELVES OR OTHERS FLYING.

EXPLANATION: When retrieving a model from an active flight area, make sure all pilots flying are aware of your intentions, retrieve the model quickly, and inform other pilots when you are clear of the danger areas. Remember COMMUNICATE! Pilots should be aware of what's happening on the ground as much as possible. A helper on the flight line is a valuable second set of eyes and ears! Pilots and helpers in the pit area should also keep spectators behind the fence.

NOTE: PLEASE ONLY ONE HELPER PER PILOT ON THE FLIGHT LINE!

5. ONLY ONE RUNWAY WILL BE ACTIVE AT ANY TIME

EXPLANATION: The intent here is to have all pilots operating out of one flight line so communication and safety can be maintained. This means all fixed wing flights; even hand launched powered gliders and park fliers. The only exception is one helicopter area can be active also. (Refer to Diagrams, Page 6 and Back Cover).

6. INEXPERIENCED FLIERS MUST BE SUPERVISED BY SOMEONE ABLE TO MAINTAIN COMPLETE CONTROL OF THE AIRCRAFT AT ALL TIMES.

EXPLANATION: Student pilots must have experienced supervision. That supervisor must be familiar with the field operating rules. Jeico has an excellent instructional program that runs from April through September each year. Experienced pilots are present most all times and generally are willing to help. In the instructional off-season, it is advisable to prearrange instruction with an experienced pilot so your time and others is conserved!

7. EACH TRANSMITTER MUST BE EQUIPPED WITH THE ACCEPTED FREQUENCY IDENTIFICATION. (72 MHZ only) (CURRENTLY 2.4 GHZ TRANSMITTERS DO NOT REQUIRE A PIN UP PROCEDURE.)

EXPLANATION: The accepted frequency identification includes large (2") channel numbers affixed to the transmitter that are readily noticeable when the transmitter is being used and when in the transmitter impound. Some Ham frequencies are still identified with colored ribbons, but most transmitters will need the large channel numbers. FCC rules say the operator of the transmitter must know what frequency is being transmitted and that it is being used in compliance with frequencies so allocated. The AMA converts each frequency to a channel number. Most radio manufacturers include channel markings with their systems. Make sure frequencies transmitted correlate with channel markings. A CHART OF THESE CHANNELS AND FREQUENCIES CAN BE FOUND ON PAGES 8 AND 9.

8. NO TRANSMITTER SHALL BE TURNED ON UNTIL THE PILOT'S FREQUENCY PIN HAS BEEN ATTACHED TO THE APPROPRIATE FREQUENCY POST. (72 MHZ ONLY)

EXPLANATION: Chatfield Aerodrome frequency control includes the usage of 11 separate transmitter impounds. These impounds all have their appropriate channels displayed clearly, on posts. Above the channel numbers or (Ham) frequencies are bolts. Pilots are required to supply their own Frequency Pin (clothespins work fine). Frequency pins should have transmitter channel numbers on them, and the owner's name. When arriving at the field for a flying session, first make sure your transmitter(s) is off! After parking, unload your transmitter(s), find the correct impound(s), and place transmitter(s) in them. Make sure your antenna(s) is collapsed fully and DOUBLE check switches off! When you are ready to fly, clip your Frequency Pin to your channel number bolt. Match channel number on your clothespin with transmitter impound channel number. Frequency control is maintained simply by this pin-to-bolt system. If the bolt has a pin on it someone's else has the frequency and ONLY this person will have use of that frequency! You can stage yourself for flight by clipping your pin to the pilot's clothespin, which is using the frequency, and waiting until that pilot has retrieved their pin.

FIELD COURTESY ASSUMES 20 MINUTES PER FLIGHT!!

NOTE: IT IS YOUR RESPONSIBILITY TO NOT ONLY PIN UP YOUR OWN FREQ. POSTBOLT, BUT TO ALSO INSPECT ALL OTHER TRANSMITTERS ON YOUR FREQ. TO BE IN THE "OFF" POSITION.

9. ALL FLIERS WILL PIT ACCORDING TO FREQUENCY. ALL TRANSMITTERS WILL REMAIN IN THE TRANSMITTER IMPOUND WHILE THE FREQUENCY IS IN USE BY OTHERS.

EXPLANATION: It may not be apparent at first but keeping ALL of your equipment (airplane and transmitter) in the proper pit and impound area is very important! By doing this you will familiarize yourself with all other pilots and their aircraft (and they with yours) thus providing you with information on the whereabouts of all transmitters and most important, whether ALL other switches are OFF!! By knowing all other transmitters at the field that are on your channel are in the proper impound, it becomes very easy to insure you are safely ready for flight. If all equipment and airplanes are in

**ACADEMY OF MODEL AERONAUTICS SAFETY
CODE, Effective Jan. 1, 2010**

GENERAL: A model aircraft shall be defined as a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations established in this code and is intended to be used exclusively for sport, recreation, and/or competition.

1. I will not willfully fly my model aircraft in a careless or reckless manner and will abide by this Safety Code and any additional rules specific to flying sites.
2. I will yield the right-of-way to man-carrying aircraft and will see and avoid all aircraft, utilizing a spotter when appropriate (See AMA Document #540-D on See and Avoid Guidance).
3. 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.
4. The maximum takeoff weight of a model aircraft, including fuel, is 55 pounds, except for those flown under the AMA Experimental Aircraft Rules.
5. I will not fly my model aircraft in sanctioned events, air shows, or model demonstrations unless I have previously proven that my aircraft, control system, and piloting skills are adequate by successfully executing all maneuvers intended or anticipated in the specific event. If I am not a proficient pilot, I will not fly in these events unless assisted by an experienced pilot.
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.
8. I will not operate model aircraft carrying pyrotechnic devices, which explode or burn, or any device, which propels 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 (note: Rockets not allowed at Chatfield). 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 Team AMA Program Document.
9. I will not operate my model aircraft while under the influence of alcohol or while using any drug, which could adversely affect my ability to safely control the model.
10. 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 pilots shall avoid flying models over unprotected people.
2. I will complete a successful radio equipment ground-range check in accordance with the manufacturer's recommendations before the first flying of a new or repaired aircraft.

20. AUTHORIZED FLIGHT AREAS

20-A PRIMARY RULE- EXCEPT FOR LANDINGS AND TAKEOFFS, ALL FLYING MUST TAKE PLACE IN FRONT OF THE LINE FORMED BY THE FAR EDGE OF THE ACTIVE RUNWAY, EXTENDED TO INFINITY IN BOTH DIRECTIONS.
20-B SECONDARY RULE- UNDER "SPECIAL CIRCUMSTANCES", THE AUTHORIZED FLIGHT AREA MAY BE MODIFIED IN ACCORDANCE WITH THE DIAGRAMS AND DESCRIPTION ON THE BACK PAGE.

Explanation: 20-A is the AMA rule. 20-B was implemented to allow pilots to fly legally and more safely under certain circumstances such as the glaring sun in the mornings. Currently more than 95% of our flights fall under 20-A. It is recommended that we keep those to a minimum and fly using 20-A in an oval or rectangular race track pattern similar to the established take off and landing pattern on page 6. Rule 20 applies whether helicopters are flying our not. On the field the northwest corners of the heli areas are marked cones/flags to help identify boundary corners. Rule 20 identifies the inner flight deadlines. The outer limits remain unchanged as shown on the satellite map on the south side of the info board.

HELICOPTER SPECIFIC RULES

1. The authorized helicopter flying areas are the ends of the inactive runway. Please fly from the X's on the runways
 - A. When the west end of the east/west runway is used, helicopters must be flown west of. The west pilot box and north of the of the east/west runway. See diagram on back page.
 - B. When the south end of the north/south runway is used, helicopters must be flown south of the south pilot box and east of the north/south runway. See diagram on back page.
2. AIR-TAXING OF HELICOPTERS IS NOT ALLOWED. THEY MUST BE CARRIED TO THE DESIGNATED FLYING AREA.
3. FIXED-WING AIRCRAFT RUNWAY REQUIREMENTS DETERMINE WHICH HELICOPTER AREA WILL BE ACTIVE.
4. ONLY ONE HELICOPTER AREA ALLOWED ACTIVE AT ANY ONE TIME.

SMOKING IS DANGEROUS

Please do not light up or smoke within 25 feet of fuel storage containers. Smoking anywhere within impound/pit is not recommended!! Gasoline is Especially Dangerous.

CHART OF CHANNELS

For a list of 72 MHz channels and their frequencies, see chart in kiosk. Channels 20 and 21 are not allowed.

OTHER SAFETY NOTES

Please don't smoke near fuel containers. Smoking within the impound and pit is not recommended. A first aid kit is in the storage building. Landline phones are located in the south gate station, at the campground check-in office located just north of our field, at the park office (the steel building just west of our field) and at the main entrance gate.

their proper areas and someone mistakenly leaves a pin on the post/bolt, tracking them down is simple. We have had pilots leave the field for the day and tie up a frequency while others double check that they in fact have departed. Pit your plane(s) and transmitter(s) in their respective areas!

10. THERE WILL BE NO HIGH-SPEED ENGINE RUNNING IN THE PIT AREA.

EXPLANATION: The two main problems here are one of noise and the other of blowing mud all over other airplanes and transmitters. Even if you don't mind a little noise, others will become irritated quickly. We have engine run-up areas. Use them if you plan to run your engine other than for a normal start-up. When starting your engines point the tail of your aircraft to the north or away from the impound and all other aircraft within range of our fan blast! Remember people become irritated quickly on these items. When starting your engines point the tail of your aircraft to the north or away from the impound and all other aircraft within range of our fan blast! Remember people become irritated quickly on these items.

11. ALL AIRCRAFT WILL BE FLOWN SO AS TO CONFORM TO AUTHORIZED FLIGHT AREAS AS POSTED. REFER TO RULES 19 AND 20. ALSO SEE BACK COVER PAGE DIAGRAMS.

Never fly over the southwest quadrant (NO FLY ZONE)

Never make high-speed, low passes over or across the active runway!

No fixed-wing aircraft are allowed in heli's airspace at any time!

NOTE: FIXED-WING AIRCRAFT DETERMINE ACTIVE RUNWAY!

NOTE: THEIR ARE CAMPGROUNDS TO THE NORTH AND WEST WITHIN 1/4 MILE. DO NOT FLY NORTH OF THE PINE TREE ROW OR WEST OF THE 3 WHITE MARKER SIGNS!

12. WHEN ON THE TAXIWAY, THE PILOT MUST BE IN POSITION TO RETAIN PHYSICAL CONTROL OF THE AIRCRAFT AT ALL TIMES.

EXPLANATION: Learn to make your aircraft "Heel"! If your radio goes -Bonkers, Glitches & the engine goes to full throttle, the only change you have of stopping a run-a-way is to already be in front of the airpanel CAUTION; DO NOT TRY TO STOP BY HOOT, HAND, OR LEG AIMING AT THE ENGINE-PROP AREA. GRAB THE FUSELAGE OR TAIL AS IT COMES BY. IT SOUNDS LIKE IT WOULD TAKE SOME FACY FOOTWORK. I THINK IT WOULD. BUT BEING READY IS ALWAYS BETTER THAN NOT! IF YOU ARE THE LEAST BIT UNSURE OF BEING READY FOR THE SITUATIONS DESCRIBED ABOVE. SHUT DOWN AS YOU TURN ONTO THE INFIELD-TAXIWAYS AND/OR START-UP AS YOU EXIT THE PIT TAXIWAY.
NEVER BE AFRAID TO ASK FOR ASSISTANCE/HELP IN PHYSICALLY CONTROLLING AN AIRCRAFT.

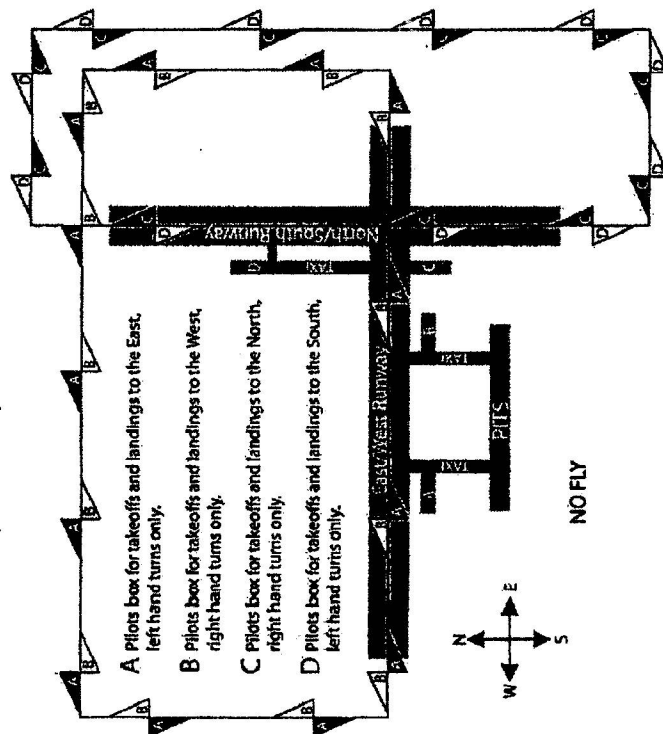
NOTE: IF YOU DON'T LIKE INFIELD TAXING, DON'T DO IT. ALWAYS ERR ON THE SIDE OF CAUTION. REMEMBER: ABSOLUTELY NO HELICOPTER AIR TAXING! HELI'S MUST BE CARRIED OUT TO THE HELI FLIGHT AREA.

13 ALL TAKE-OFFS, LANDING AND HAND LAUNCHES WILL BE IN THE DIRECTION OF THE ESTABLISHED TRAFFIC PATTERN USING THE ACTIVE RUNWAY.

EXPLANATION:

1. If the active runway is East (takeoffs, landings East), the traffic pattern is Left-hand turns only.
2. If the active runway is West (takeoffs, landings West), the traffic pattern is Right-hand turns only.
3. If the active runway is North, (takeoffs, landings North), the pattern is Right-hand turns only.
4. If the active runway is South (takeoffs, landings South), the pattern is Left-hand turns only.
5. The pilot(s) airborne determine the active runway.
6. All flying over the active runway will be in the direction of the established traffic pattern.

Remember **COMMUNICATION** is the key to safe flight line operation. Use your **VOICE** loudly, "Aircraft ready for takeoff", "Dead Stick", "Landing", "Low On Fuel", "Touch and Go", "Low Pass", etc.



THE TRAFFIC PATTERN DIAGRAM ABOVE IS NOT DRAWN TO SCALE.

14. ALL PERSONS WILL STAND IN THE DESIGNATED PILOT STANDING AREAS, NEAREST THE APPROACH END OF THE ACTIVE RUNWAY, EXCEPT DURING TAKEOFF AND LANDING OPERATIONS.

EXPLANATION: You should learn to take off and land your airplane from the pilot's standing area (flight line). Ideally that would include all take off and landing operations. You are allowed to be on the runway for take offs, maiden flights, hand launches, or just being unsure of the airplane or yourself. A step forward out of the flight area 1/2 way toward the runway, still keeps you in the safe zone, and is

a very good form of **VISUAL** communication. Other pilots can see your movement forward and if they don't hear your **VOICE** communication they may cue on your movement.

NOTE: REFERENCE DIAGRAM SHOWS ALL PILOTS STANDING AREAS, A, B, C and D.

NOTE 2: DO NOT REMAIN OUT OF THE PILOT'S STANDING AREA FOR EXTENDED PERIODS OF TIME. FLYING FROM OTHER AREAS DOWN THE RUNWAY IS PROHIBITED & DANGEROUS. COURTESY ALERT: PLEASE DON'T BLOCK THE VIEW OF WHEELCHAIR PILOTS.

15. LANDING AIRCRAFT HAVE RUNWAY PRIORITY, EXCEPT FOR DEAD STICK OR EMERGENCY TAKING. ALL OTHER PILOTS WITH FLIGHTS IN PROGRESS OR PREPARING TO TAKE OFF MUST BE NOTIFIED OF EITHER OF THE ABOVE.

EXPLANATION: Make sure that all other pilots know you are going out on the runway for takeoff. If another pilot has an engine failure, and you are out on the runway, your engine screaming, your backside to the action, you could be in harm's way. Remember **COMMUNICATION** is the key to safety out on the flight line and the runway.

16. SAIL PLANE HI-STARTS ARE NOT AUTHORIZED FOR USE.

EXPLANATION: The high start launching system for sailplanes is NOT compatible with Chafffield Aerodrome. Some of the obvious reasons are wind conditions requiring frequent runway changes and "open as we can get it, airspace utilization system", that precludes fixed takeoff alignments.

17. HIGH-SPEED, LOW PASSES (150 FEET OR LESS) OVER OR ACROSS THE RUNWAY ARE PROHIBITED.

EXPLANATION: Our pilot's standing area (flight lines) are located within 10 feet of the edge of the runways. This close proximity, for obvious safety reasons, makes high speed low passes over the runway prohibited. Low speed, out of control landings are dangerous enough. High speed low passes are allowed if at least 25' beyond the far edge of the runway.

CAUTION: Never attempt a high speed low pass without notifying all people on the flight line. Make **SURE** you know there are no people, animals, or anything living in harm's way (the path of the aircraft).

18. WHEN HELICOPTERS ARE FLYING, ALL FIXED-WING PILOTS ARE TO AVOID FLYING INTO THE HELICOPTER FLYING AREA.

EXPLANATION: Reference the back cover diagram. When helicopters are active, they must stay in their designated flight area.

NOTE: ONLY ONE HELICOPTER AREA ALLOWED ACTIVE AT ANY ONE TIME. NOTE 2: FIXED-WING AIRCRAFT RUNWAY REQUIREMENTS DICTATE WHICH HELICOPTER AREA WILL BE ACTIVE.

19. THE NORTH-SOUTH RUNWAY IS THE PRIMARY RUNWAY FOR FIXED WING AIRPLANES. IF WINDS ARE OVER 5 MPH AND GREATER THAN 45 DEGREES TO THE RUNWAY, THE EAST-WEST RUNWAY MAY BE USED. WHEN USING THE AIRSPACE TO THE WEST OF THE RUNWAYS, PILOTS MUST TURN THEIR AIRPLANES BACK TO THE EAST AT OR BEFORE THE DESIGNATED MARKERS. (Currently the markers are 3 white squares located about 250 yards west of the E/W runway at the grass cut line).