

GEORGIA JETS
RULES AND REGULATIONS

GENERAL

1. All persons flying at the club shall possess a valid and current Academy of Model Aeronautics (AMA) membership and they shall adhere to all applicable rules and regulations as outlined in the AMA Safety Code and associated documents and all Georgia Jets Flying Club Flying Rules and Regulations. The Georgia Jets Flying Club Rules and Regulations are posted in the club pavilion.
2. All new members must complete the new members' indoctrination course prior to unsupervised operation at the club field.
3. All persons operating turbine-powered aircraft shall possess an AMA turbine waiver. Turbine-powered aircraft shall be operated in accordance with AMA document 513.
4. All members who hold a turbine waiver shall successfully complete five turbine flights under the supervision of a Designated Turbine Signoff Club Member prior to unsupervised turbine operation at the club field.
5. Flying guests of members shall sign in the Guest Sign In Book at the club pavilion. Members are responsible for ensuring that their guests sign in and are familiar with club rules. Failure to ensure that their guests sign in shall result in that member losing the privilege to host guests. Members will always have priority over guests when determining flight line order. During peak flying times, such as weekends or special events, guests should expect little or no opportunity to fly.
6. All members and guests are expected to display proper decorum at all times. Adversarial or discourteous actions will not be tolerated. It is the responsibility of all members to call attention to the offending person and if unresolved, to report the offending person to the Board.
7. Deliberate unsafe flying or operating practices will not be tolerated. The Safety Officer or any Board Member shall be notified of the actions of the offending person.
8. No alcohol may be consumed prior to operating aircraft at the field.
9. All spectators shall remain south of a line extending from the rear corners of the pavilion extending the length of the runway.
10. There shall be NO flying before the hours of 9.00 A.M. on SUNDAY'S at Georgia Jets field with any piston or turbine powered plane. This restriction does not apply to electric powered or Glider type aircraft.

FLYING RULES AND REGULATIONS

1. No engines may be started in the pavilion. Aircraft should be pointed parallel to the pit area to preclude engine blast in the pit area. Aircraft should be positioned as to not impact the pit area with respect to jet or propeller blast. All propeller driven aircraft will be restrained (mechanical restraints acceptable) while starting. Turbine-powered aircraft should be started on the taxiway using jet blast deflectors. Extended engine testing or tuning should be accomplished at the southwestern corner of the parking area.
2. All aircraft should be equipped with an overflow tank.
 - a. All aircraft not equipped with an overflow tank must be refueled in a designated refueling area outside of the pavilion.
 - b. The designated refueling area is the gravel area immediately adjacent to the pavilion
 - c. There will be no smoking in the immediate vicinity of refueling aircraft.
3. All flying is to be made with the pilot standing at a designated flight station with the following exceptions:
 - a. Emergencies
 - b. Helicopter pilots hovering in the designated hover area
 - c. Helicopter pilots operating from the designated helicopter flight stations
4. All flying shall be in a race track pattern when multiple airplanes are airborne. The direction of the pattern should be established and agreed upon based on the prevailing wind conditions such that the closest part of the pattern, as well as takeoffs and landings, are up wind.
5. No flying is allowed over the pit area, spectators or parking lot at any time. All flying is restricted to the area north of the flight line except for the helicopter taxi zone and helicopter hover area west of the pavilion.
6. Landing aircraft have right-of-way over aircraft taking-off.
 - a. All dead stick landing, auto rotations, and touch-and-goes shall be announced in a loud voice so as to ensure right-of-way
 - b. Take off and landing is not allowed while anyone is on the runway.
7. Aircraft may not be flown pointed directly at the pilot stations or pit area.
8. Helicopters must fly in a compatible pattern when operating on the active runway. Auto rotations should be treated the same as fixed wing touch-and-goes with the pilot announcing the maneuver to other pilots on the flight line. Helicopters are allowed to be airborne south of the no-fly zone as long as these operations are carried out over the helicopter flight zone.

Helicopter pilots must use the helicopter flight stations when operating in the helicopter flight zone. For safety purposes, helicopters operating in the helicopter taxi zone should be in a hover attitude. When operating from the primary flight stations, helicopters may transition from the helicopter taxi zone to the normal flight pattern north of the runway. Helicopter pilots operating in this manner must use flight stations closest to the helicopter taxi zones.

9. Low passes must be kept no closer than the north edge of the asphalt runway.

10. Pilots will coordinate amongst themselves such that aircraft of significantly differing airspeeds are not flown simultaneously. 3-D flight will be permitted subject to an open pattern, e.g. no aircraft in the flight pattern.

11. Turbine powered jet aircraft shall have priority during flight operations. Non-turbine powered aircraft may not take off while turbine-powered aircraft are flying except for ducted fan jet aircraft which may operate when turbine powered aircraft are flying due to their compatible airspeeds. Non-jet aircraft will fly only when there are no model jets that are airborne. This rule is intended to increase safety and is not meant to restrict non-turbine aircraft from flying at the Club flying site. Pilots will coordinate amongst themselves in a courteous manner to ensure that all pilots and aircraft are allowed ample opportunity to fly.

12. Fire fighting equipment must be positioned and available for immediate use when turbine-powered aircraft are operating at the field.

- a. Turbine pilots must have access to the Club's 20 gallon ATV water fire extinguishing vehicle during turbine operation. Alternatively, in the event that the ATV is unavailable, turbine pilots must have a minimum of two (2) water fire extinguishers and two (2) extra water containers available at the Club flying field during turbine operation. Each water fire extinguisher must be a portable back pack type, must have a minimum of five (5) gallons capacity each and should be filled. Each extra water container must have a minimum of a five (5) gallon capacity and should also be filled. The two extra water containers are available to replenish the back pack water extinguishers on a rotating basis in the event of a fire. This assures the immediate availability of two water fire extinguishers and 20 gallons of water in the event of a fire with the equipment necessary to assure a continued uninterrupted water supply thereafter.
- b. CO2 fire extinguishers must be available within the pit area at all times during turbine operation.

13. No more than 5 aircraft will be permitted in the air at any one time.

14. A radio impound system will be used to assure that only one pilot utilizes each radio frequency at any given time. An impound table will be set up in the pavilion where all

radio transmitters or modules will be placed. A frequency control board will also be used and no person shall operate a transmitter without control of the specific frequency. One of two types of frequency control board systems may be used; the card system or the pin system.

- a. Under the card system, a frequency is secured by placing an AMA or Club membership card into the empty slot marked with the frequency of the transmitter.
- b. Under the pin system, a frequency is secured by taking the frequency pin marked with the frequency of the transmitter.
- c. Once a transmitter's frequency is secured then that transmitter may be removed from the impound.
- d. A 20 minute time limit is in effect when more than one person is operating on the same frequency. Radios that support DSC cords are highly encouraged to facilitate field maintenance without using a frequency channel. DSC cords are mandatory on all radios that support the DSC cord function.

15. All non turbine-powered aircraft shall be equipped with a noise canceling muffler.

- a. The maximum acceptable noise level for propeller powered airplanes is 98 db at 9 feet measured over a grass surface.
- b. Ducted fan aircraft must be equipped with a quiet pipe (no nitro pipes). The maximum noise level for ducted fan aircraft is 105 db at 9 feet measured over a grass surface.
- c. Turbine powered aircraft are exempt from noise limitations

16. Members shall maintain control over trash. No trash is to be left on site when vacating the field. This includes debris from crashed aircraft, support equipment and cigarette butts.

ENFORCEMENT OF RULES AND REGULATIONS

Members failing to comply with these rules and regulations are subject to revocation of their field privileges as provided by the current bylaws.

Club Officers and the Safety Officer are given authority to ground any pilot for violations of the AMA safety code or the additional rules posted at the flying site.