



# Jayhawk Model Masters New Member Orientation

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## Welcome

We are pleased to welcome you as a new member of the Jayhawk Model Masters (JMM) and want to provide you with as much useful information as possible to explain how we function and what we are about.

Our club is chartered by the Academy of Model Aeronautics (AMA) under AMA Charter #2013, and organized as a not-for-profit corporation. The club is open to all who are interested in any aspect of radio-controlled (RC) aviation. The stated purpose of the club is to promote the building and safe operation of radio-controlled model aircraft in Lawrence, Kansas and in the city's general local.

The JMM fiscal year is the same as the calendar year. Dues for existing members are due on January 1st. As a new member, your dues may have been prorated based on the time of year that you joined the club.

### Club Facilities

Our club is very fortunate to have the use of well-developed flying field, Clinton International Model Airport, located on Corps of Engineers/City of Lawrence land east of Clinton Lake Dam and south of Eagle Bend Golf course. It is 3.1 miles west of US 59 Highway (S. Iowa Street) on Douglas County Road 458. This facility, together with a skilled and capable group of modelers and a remarkably high degree of camaraderie, make us one of the premier RC clubs in the Midwest.

Our frequently updated Web site is an excellent resource for club news, event schedules, publications, links, videos, and much more. We encourage you to visit it at:

<http://jayhawkmodelmasters.com/>.

JMM publishes a monthly newsletter, made available on our website during the week preceding the monthly meeting. You will be notified of its availability by e-mail when each new issue becomes available. Our newsletter is considered one of the finest in our area. We have been quite fortunate in having this written for several years by a long-time member who is both active in the hobby and a talented amateur photo-journalist. The club's newsletter provides us information about what individual members are doing and/or flying as well as current club and area events. It is especially valuable to those who are unable to attend some monthly meetings. Like the adhesives we use in building model airplanes, the newsletter helps all our members, with their varying interests, "hold together" as a club.

### Club Events

Regular monthly meetings of the Jayhawk Model Masters are held on the third Saturday of each month. This is traditionally a "breakfast meeting" with breakfast starting at 8:00 AM, and the formal meeting then being opened at 9:00. Monthly meetings are held in the Smith Center at Brandon Woods, 4730 Brandon Woods Terrace, Lawrence, Kansas. A breakfast buffet is available for \$10. Activities include a Show-and-Tell for recently completed models, new technologies and tools, a \$20 award for Model of the Month, reports from committees, and a monthly raffle (usually a model, engine or tool, etc.) for which the drawing is held at the end of the meeting.

On the weekend in which the monthly meeting is held (known as "Club Weekend"), members are especially encouraged to fly at the club's field, where a signup sheet is kept to record the

names of those who fly that Saturday or Sunday. A drawing from those names is then held at the following meeting and a gallon of glow fuel (or \$20 for electric fliers) is awarded to the winner. (Member must be present to win.) Members who fly in an approved event at another field on the same weekend are also eligible to participate in this drawing.

Another important social event for members is held on the Tuesday evening following each monthly meeting. During the warmer months of the year (April thru October), this is “Family Night” and members are encouraged to bring their families, a favorite model to fly, some burgers or hotdogs to cook on the club’s grill, and whatever else they may need to complete the picnic/fly-in. During the colder months (November to March) a gathering known as “Model Talk” is usually held at a member’s home. Entertainment and a meal may be provided, but the highlight of the evening is usually an opportunity to view the host member’s workshop and model collection. Specific timing and plans for the month’s “Model Talk” will be announced in the newsletter and/or the monthly meeting.

Several annual special events are also held during the year. Annual events hosted at Clinton Model Airport or on Clinton Lake usually include the following:

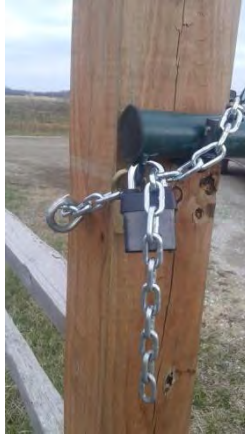
- The “**Jayhawk Open**”, a regional one-day event held at our flying field, Clinton Model Airport, is usually on the 2nd Saturday in May. This event often includes “Fun-Fly” games and contests of flying skill.
- The “**Jayhawk Float-Fly**”, a Saturday-only event is held near the end of June, at Bloomington Campground on Clinton Lake.
- Our “**Big Bird**” Fly-In (especially for large-sized models, but others welcome), is a one-day event held the last Saturday in September at Clinton Model Airport.

### **Flying Site Access**

At the heart of every model airplane club is their local flying site. The Jayhawk Model Masters are truly blessed with one of the finest flying sites in the Midwest, **Clinton International Model Airport**. Access to the airport is controlled via a locked gate (below). Keys to the gate are available to all JMM members.

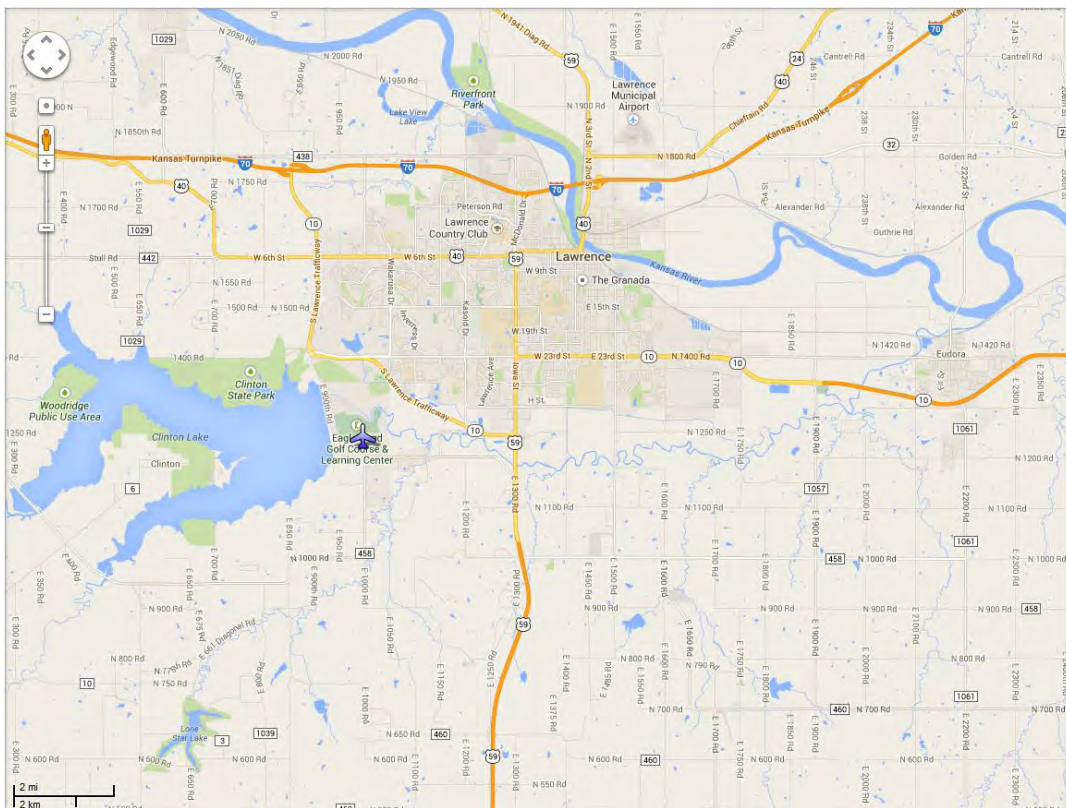


When you open the gate, always secure the gate to the rest post to prevent it from blowing shut or into a passing vehicle and be sure to put the padlock back on the open gate so it doesn’t get lost. You should always lock the gate if you are the last person to leave. Run the chain through the eyebolt, around the post and then put the padlock through the chain and the loop on the gate, eyebolt or another link in the chain, so it is properly locked and cannot be lifted over the post.



Occasionally, non-members or spectators will visit the field. They are welcome to be there! Please introduce yourself and make them feel welcome. However, if you are the last member there and want to leave, please politely explain to the individuals that you will be leaving and need to lock the gate.

### Flying Site Map



### Maintaining Radio Frequency Control

Frequency control at our flying field is maintained with the aid of the frequency board (right), affixed to the white table in the pits. Always make sure your transmitter is turned off when you

leave home to travel to the flying field. When you wish to turn on a radio, it is imperative that you go to the frequency board and verify that the channel you wish to use is not currently in use by someone else. (Channels in use will have either an AMA card or a JMM club membership card inserted into the slot behind the channel #s pictured above) If the channel is available, you must place either your AMA card or a current JMM club membership card in the appropriate slot **before turning your radio on!** All fliers, including those on the Ham radio band or 2.4 GHz (spread spectrum) bands must do this. There can be no exceptions. If you turn your radio on without securing the frequency, it may cause interference to the people operating on that frequency. **You will be held responsible for any damages or injuries caused!**



It is suggested that flyers communicate which frequencies they are on amongst each other. It is important to share the frequency in instances where more than one person is on a particular frequency. As a general rule, about 20 minutes at a time is the maximum time you should tie up the frequency. Others want to fly too.

### **Traffic Patterns & Flight Safety**

Safe operation of our models is of paramount concern to all members of Jayhawk Model Masters, and AMA safety rules must be followed at our field at all times, regardless of the number of other flyers present. (A copy of the AMA rules is provided as an addendum.) The following rules are also in effect at our field:

1. Takeoffs and landings will normally be made into the prevailing wind. The first pilot taking off will select the runway to be used and others then taking off will follow suit, using the same runway. If a change in the active runway seems indicated, this change may be made by consensus of the fliers present only after all planes have landed.
2. After takeoff, the first turn must be made away from the center of the airport, and the traffic pattern flown by continuing this direction of turn so that the pattern is flown on the outside of the runways at all times, well away from the pits, parking and all spectator areas. No model should be intentionally flown closer than the center line of the runway.
3. All aircraft within the traffic pattern area must fly the same direction to minimize the chance of costly and dangerous mid-air collisions. Any deviation from this pattern must be discussed and agreed upon by all pilots present.
4. The main east/west and north/south runways both have a series of yellow concrete “pilot blocks” placed along the inside edge to mark appropriate places for active pilots (with their spotters) to stand. Never hesitate to ask another pilot who is present to act as a spotter for you to help keep track of your airplane and others that might pose a hazard. Spotters should always be used when making the first flight of any new (or newly modified) airplane.

- Airplanes may fly no farther north than 200 ft. from the nearest southern border of Eagle Bend Golf Course (#9 tee), no farther west or south than 200ft. from East 902 Rd., the road below Clinton Dam, and no farther east than the tree line. The green area in the map below represents the permissible flight zone.



For minor accidents, there is a first-aid kit mounted under the white table in the center of the pits. Contact information for emergency situations is displayed on the fence just west of the table.

### **Courtesy & Field Etiquette**

Frequent and courteous conversation with other members and guests at the flying field are certainly encouraged, and vocabulary used should be appropriate for a family setting.

Take-off and landing intentions should be announced to the other flyers, along with warnings of any other nature that might affect them in operating their models safely, such as someone walking onto the active runway to retrieve a downed model, or observing an unusual hazard of any kind. When a “maiden flight” of a new aircraft is announced, as a common courtesy all other pilots should cease flying and running of motors in the pit areas.

If a pilot loses control or sight of his aircraft, he should announce his problem immediately (“I do not have control!”) so that other observers may be able to get a “fix” on the aircraft in case it goes down. When a “fix” location is sighted, this should be clearly pointed out to another observer before moving from the spot where the sighting was made.

Any pets present must be confined to the spectator area and be leashed or restrained at all times. Children must also be confined to spectator areas and kept under close supervision of an adult at all times. This is extremely important for their safety!

Anything brought to the field should be removed when you leave. Trash containers are provided near the entrance to the pit area, along with a separate container for recycling of aluminum cans. Under NO circumstances should batteries be disposed of at the field. Please pick up any trash you see, regardless of whether or not it is yours. This includes rubber bands, broken props, parts from damaged models, etc. If you crash an aircraft, please collect the debris and take it home

with you for disposal. This is our field, and every member and user has the responsibility to keep it clean.

It is important that if you do not understand something feel free to ask a club officer or other experienced member for clarification.

Common sense, respect for others at the field and good manners all add to everyone's enjoyment of the hobby. This hobby isn't just about flying or modeling, but also about building lasting friendships, educating others about model aviation, and promoting our hobby in a positive light. We think you will be glad you joined our club, and look forward to getting to know you better in the coming months or years!



# ***Academy of Model Aeronautics National Model Aircraft Safety Code***

Effective January 1, 2018

**A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.**

**As an AMA member I agree:**

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's *See and Avoid Guidance* and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's *Competition Regulation*.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:  
**[www.modelaircraft.org/files/100.pdf](http://www.modelaircraft.org/files/100.pdf)**