



# Livermore Flying Electrons Member Handbook

(5/1/2023)

The Livermore Flying Electrons is an AMA chartered club. We promote the hobby of radio control aircraft. Our membership has a wide range of interests, experience, and knowledge. The club offers an opportunity to learn and improve your RC flying skills.

Safety is a top priority. So is having fun. There is a relaxed atmosphere at the field and great comradery among our members. This is a result of each member acting responsibly for the benefit of all.

The flying field is leased from the city of Livermore. We must be good stewards of the property, operate safely, and be a good neighbor to nearby residents. LFE Members and Guests must comply with the *Rules and Guidelines* contained in this document.

Our website [www.lferc.com](http://www.lferc.com) is a useful resource for additional and timely information. Please read the monthly newsletter "The Flyer" [www.lferc.com/Current\\_Flyer.pdf](http://www.lferc.com/Current_Flyer.pdf). It is a good way to stay connected with LFE activities and notices.

Members should read through the *AMA Safety Program Handbook*. It is available online at <https://www.modelaircraft.org/sites/default/files/documents/100.pdf>. It contains links to additional reference material.

The *AMA Safety Code* is the basis for operations at the LFE field. <https://www.modelaircraft.org/sites/default/files/105.pdf>. Pilots must understand and comply with the provisions therein. A copy is included at the back of this handbook.

The **FAA** has restrictions on RC flight operations. Information is available at <https://faadronezone-access.faa.gov/#/>

# Livermore Flying Electrons

## Field Rules & Guidelines

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### General

1. LFE "Member" badges or "LFE Guest" badges shall be displayed at all times.
2. Guest pilots:
  - a. Must show proof of AMA membership.
  - b. Must be accompanied by an LFE member.
  - c. Guest turbine pilots must be accompanied by an LFE member who has an AMA turbine waiver.
  - d. Pilot proficiency is the responsibility of both the guest and sponsoring member.
  - e. The guest and sponsoring member must sign in on the **Guest Pilot Log** for each visit.
  - f. The guest pilot must wear an "LFE Guest" ID badge and return it before leaving the field.
  - g. A guest pilot may use the field a maximum of 3 times. He may join the club to continue to fly at LFE.
3. AMA membership is required to access the Flight Area (beyond the pit area fence). This applies to pilots and spotters.
4. Spectators are not allowed in the Flight Area.
5. Flying hours are sunrise to sunset. Internal combustion engines are prohibited before 8:00 A.M. and after sunset. Exception: Electric powered aircraft with onboard lights may fly after sunset.
6. Alcoholic beverages are not permitted at the LFE site.
7. Members and guests are responsible for their own trash. Keep the field clean.
8. Be courteous. LFE is a family-friendly environment.

### Aircraft

1. Aircraft shall be in airworthy condition before flying.
2. Aircraft engine noise shall not exceed 98 dB at 3 meters on the slow response "A-Weighted" scale.
3. Aircraft with engines larger than 55cc shall pass a noise test before being flown. Noise tests will be made by the Noise Mitigation Officer (Jeff Stern) using LFE equipment. An "approved" sticker will be issued for such aircraft after passing the noise test.
4. Turbine powered aircraft are not permitted at LFE.

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### Pit Area

1. Do not arm electric powered aircraft with exposed blades in the pit area. Remove the prop or rotor blades before doing maintenance.
2. Ducted fans may be armed but not run up in the pit area.
3. Do not use the pit tables for fueling models. Avoid fuel spills on the ramp.
4. Engines may not be started or run in the pit area. Use the engine break-in stand near the car track for running and tuning engines.
5. Taxiing is not allowed in the pit area. This applies to all aircraft.

### Flight Area

1. Pilots shall fly from pilot stations within the "Flight Area" near the runway.
2. You may use the tables to arm electric powered aircraft. Aircraft shall be disarmed prior to leaving the Flight Area.
3. Piston engines shall be started on the pads or startup stands near each pilot station. Airplanes shall be restrained by the mechanisms provided or by the pilot's helper.
4. A maximum of 5 aircraft may be in the air at any time. This number may be exceeded for special club events, as determined by the Board of Directors.
5. Limit your time to 15 minutes of flying if other pilots are waiting.
6. Aircraft shall not fly north of the runway centerline (and extended line east and west) toward the pit area or Raymond Rd.
7. Aircraft shall avoid the "No-Fly-Zone" to the west (see map). Fly to the left of the orange and white marker as viewed from the pilot stations.
8. Piston powered aircraft shall initiate a left turn at or before the "Turn Here" marker when taking off left to right.
9. The traffic pattern will be to the south of the runway (away from the pit area).
10. "Low passes" shall be flown beyond the runway centerline (away from the pilot stations).
11. Multi-rotor aircraft may fly with airplanes if they follow the flight pattern of the airplanes.
12. Helicopters and airplanes shall not fly at the same time on the runway flight line.
13. Hovering over the runway is not allowed (all aircraft types) while other airplanes are flying.
14. Communicate with other pilots, loudly and clearly, on the flight line.
15. Right-of-Way rules (in order of priority) and callouts:
  - a. Landing (emergency): "Emergency landing, left to right (or right to left)" or "Dead Stick, left to right (or right to left)".
  - b. Landing (glider): "Landing – glider".
  - c. Landing (normal): "Landing, left to right (or right to left)!"
  - d. Touch-and-go: "Touch and go, left to right (or right to left)!"
  - e. Takeoff (**Note**: Landing aircraft have the right of way): "Coming Out" or "Taking Off, left to right (or right to left)."
16. Retrieving aircraft or debris: Verify that it is safe before going onto or crossing the runway. Call "On the runway" or "Crossing the runway". Followed by "Clear", or "Off the runway".



## Livermore Flying Electrons

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#### Flight Area (continued)

17. First-Person View (FPV) flying shall be conducted in accordance with AMA rules.
  - a. Check for other FPV operators before using FPV equipment. Coordinate frequency use as needed.
  - b. Spotters are mandatory for FPV flying.
  - c. Spotters must maintain line-of-sight visual contact with the aircraft.
  - d. FPV pilots and spotters shall clearly announce their intent.
  - e. FPV Pilots coordinate with their spotter for takeoff and landing. The spotter communicates with the other pilots and directs the FPV pilot when he can use the runway.
18. Pilots may use the "Small Zone" area west of the pits for aircraft flown within the boundaries.

#### Frequency Control

1. Radio transmitters shall conform to "narrow band" specifications per current FCC definition and be operated under the current AMA Rules and Guidelines Applicable to RC.
2. 72MHz transmitters shall not be switched on unless you confirm that no other pilots are using the same frequency.

#### New Members

1. New members shall receive a "Field Orientation" from an LFE Check Pilot. The *LFE Field Orientation Form* (in the shed) provides a list of items to be covered.
2. New members will demonstrate proficiency (check flight) with an LFE Check Pilot before flying solo. An "OK to solo" endorsement will be forwarded to the LFE Membership Chairman by the LFE Check Pilot.

#### Training

1. Flight training for "Student" pilots shall be coordinated with the Chief Flight Instructor.
2. Rotorcraft pilots will demonstrate proficiency in two tasks before being signed off as "OK to Solo".
  - a. Take-off, hover for 30 seconds, and land.
  - b. Take-off, fly a figure eight pattern, and land.

# Livermore Flying Electrons

## Field Rules & Guidelines

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### Safety

Maintaining a high level of safety is vitally important. LFE Club officers and Safety Officers may ask to safety inspect an aircraft as appropriate. Repairs or modifications will be made as recommended before flying.

Unsafe operations in the pits and at the flight line are unacceptable. Club Officers and Safety Officers may talk with a pilot about safety related matters as deemed necessary. This should be cooperative in nature. Violations of the AMA and LFE safety rules can put the club in jeopardy.

### Emergencies

Call 911 early for emergency assistance.

The field address is: 4455 Raymond Rd, Livermore, CA. Put it in your phone for easy access.

Notify an LFE Club Officer if 911 services have been called to the field.

Acquaint yourself with the location, type, and use of fire extinguishers and sand buckets. Use them if needed. Notify an LFE Club Officer if a fire extinguisher has been used.

### Events

LFE may sponsor special events at the field. The above rules may be modified as needed for the event. It is the responsibility of the Event Organizer to maintain the highest level of safety.

### Other Stuff

The entry gate and shed shall remain open when anyone is flying at the field. Both are to be closed and locked by the last person leaving the field.

The shed contains the following items:

1. First-aid supplies.
2. Heart defibrillator.
3. Cold and hot beverages.
4. Membership Applications, LFE Club Roster, and associated information.
5. "Lost and Found" area.

### Keep the Field Clean

Do not leave "free" items at the field. Exchanges should be made on a person-to-person basis.

Do not leave food in the refrigerator.

Take home whatever you bring to the field.



## Livermore Flying Electrons

All aircraft: Avoid the "No Fly Zone" to the west. This is a noise sensitive area. Stay to the left of the orange and white striped marker as viewed from the pilot stations (orange line on the map).

Piston powered aircraft: Start a left turn at or before the "Turn Here" marker (red line on the map) when taking off to the west (left to right).

The "Small Zone" is the blue box area west of the pits.

Notes: Access to the field is from Raymond Rd. which runs in an east-west direction.

You are facing South when viewing the runway from the pilot stations or pit area.



# 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 flight line, 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)