

SOUTHERN ARIZONA MODELERS, INC.  
Club By-Laws

Revised October 8, 2019

**1. GENERAL**

These By-Laws are the definitive rules governing the Southern Arizona Modelers, Inc., a Non-Profit Arizona Corporation, hereinafter called “the Club”. Except that the Articles of Incorporation of the Club shall have precedence, and no statement, rule or proposal contained in these By-Laws shall be interpreted to have precedence or conflicting effect over the Articles of Incorporation. All special or local enterprises of the Club shall conform to the policies of the Academy of Model Aeronautics (AMA) as stated in their respective AMA Charter Agreements.

**2. MEMBERSHIP**

In accordance with the Club’s Lease Agreement with the Pima County Fair Commission, full active membership and/or junior membership are restricted to members of the Academy of Model Aeronautics (AMA), members who show a current Federal Aeronautics Administration (FAA) registration certificate and who show proof of compliance with all applicable Federal regulations. Due to confined airspace and limited parking capability, membership of the club shall be capped at 110 members. With approval of the membership, this cap may be exceeded if, and only if, an applicant is from outside of the residential area, as defined in paragraph 2.8.1 of our By-Laws, or the applicant is new to the hobby and has never flown an R/C aircraft. All other applicants will be placed on a waiting list and may be voted in should the membership fall below the 110 membership cap.

2.1. Any person who is active in model building and/or flying, or is interested in learning to build and/or fly model aircraft, may apply for membership at any regular meeting. The application will be approved upon meeting the requirements of all of Section 2 of these By-Laws, and the payment of the fees required by these By-Laws.

2.1.1. Applicants may apply for Club membership by completing an application. Applicant will be accepted into the Club upon receiving a 75% “YES” vote from those members present at the meeting. Once accepted, the new member shall pay the dues to any Club Officer who will forward the money to the Club Treasurer. Payment of AMA membership dues is the responsibility of the new member.

2.2. Membership classification shall be as follows:

FULL membership:	18 years and older
JUNIOR membership:	17 years and under

2.2.1. A. Standard Membership Initiation Fee: \$125.00. New members who have never flown an RC aircraft in the past may have this fee waived.

B. Standard Membership Annual Dues: \$50.00/year plus \$25.00/year runway maintenance plus \$15.00/year lease fee. The Treasurer shall earmark, or otherwise identify, these runway maintenance fees to be used for runway repairs/maintenance only.

Initiation fee, dues for Standard Membership and the runway maintenance fee can be paid all at once or in 2 consecutive monthly payments.

C. Any long-term members must continue to pay the annual \$25.00 runway maintenance fee.

D. Junior Membership Annual Dues: \$1.00/year

E. Winter Membership Initiation fee: \$50.00

F. Winter Membership Annual Dues \$25.00  
(6 months or less)

G. Family Membership (All members living in the same household): Only one member needs to pay the initiation fee. All household members pay dues according to above schedule, except as outlined in paragraph H, below.

H. Junior Members and any subsequent Family Member(s) are exempt from paying the \$25.00 runway maintenance fee. Winter members will be assessed a \$12.50 runway maintenance fee.

I. The initiation fee is waived for all Junior Members and any new member who has never flown an RC aircraft in the past.

2.2.2. Standard membership for established AMA members prior to 2016 who wish to join SAMs during the calendar year may have their Club dues prorated at approximately \$4.15 per month. (See proration chart posted on the Club bulletin board.) All new AMA members joining SAMs during the calendar year will pay the full one-year membership fee as outlined above. However, runway maintenance fees for new members joining between January 1 and June 30 will be \$25.00 or between July 1 and December 31 will be \$12.50.

2.2.3. Responsibility for timely payment of Club dues to any club officer rests with the individual member. Under normal circumstances all renewing members must pay their dues not later than one month following their AMA renewal date or they will incur a \$5.00 late fee.

2.3. Club Privileges: All Club privileges shall be enjoyed by members EXCEPT:

- a.) If the member has not paid the dues by the cutoff period (see 2.2.3 above).
- b.) If the member does not possess a current AMA, he/she will have their flying privileges revoked.
- c.) If the member is guilty of repeated Safety or Field Rules violations.

In these cases, the Board of Directors will remove the member's name from the rolls of membership.

d.) Removal from membership roll's proceedings, as in section 4.4., may be initiated against any member who compromises his/her fellow members or brings disgrace upon the Club or injury to its reputation, or violates its Articles of Incorporation or these established By-Laws.

2.4. Deleted.

2.5. Participation and/or attendance at Club activities such as regular meetings, Fun-Flys, Contests, etceteras, is NOT a condition of membership. However, participation in work-weekends, or other field-maintenance activities is EXPECTED from ALL members.

2.6. Club Activities, such as raffles, club contests, etcetera, wherein club-provided prizes or awards are to be given without charge, are restricted to Club members as described in Section 2

2.7. Safety is the responsibility of EVERY CLUB MEMBER. Club members are expected to study the official AMA Safety Code and the Club's Safety-Field Rules (Section 7) and to consciously practice those rules while operating model aircraft.

#### 2.8. GUEST PRIVILEGES

An eligible Club flying guest must show a current membership card from AMA, show proof of their FAA registration certificate and display their registration number on their aircraft in accordance with all applicable FAA regulations and, when enacted, show proof that they took and passed the Aeronautical and Safety Test and has been invited to use the site by a current Club member in good standing must show a current membership card from the AMA, and has been invited to use the site by a current Club member in good standing. The inviting member shall be responsible for the actions of the invited guest. Before flying, any guest should notify the Safety Officer on duty so it can be determined that all safety requirements are met. The guest shall also place their AMA card on the appropriate frequency board and have the frequency clip visible prior to turning on their transmitter. The guest shall also wear a "GUEST" badge while engaged in flying operations.

2.8.1. Permanent local residents of Pima County, including Benson and Sierra Vista, who wish to fly under Guest Privileges are limited to 3 days of flying per year. After which they will need to become a member of SAMs. The club member hosting the guest will be responsible to keep track of the number of days the guest flies.

2.8.2. Members in good standing of the Tucson Radio Control Club (TRCC) enjoy special guest privileges contained in the Reciprocity Agreement outlined in section 2.9. As such when operating under the provisions of the Reciprocity Agreement, those TRCC members do not need to be invited or supervised by a member of Southern Arizona Modelers. However, all other requirements of section 2.8 apply, with the exception of the requirement to wear a "GUEST" badge.

## 2.9. RECIPROCITY AGREEMENT

It is agreed that Southern Arizona Modelers (SAMs) and Tucson Radio Control Club (TRCC), herein after known as “club”, shall enjoy reciprocity as long as each club can maintain an active flying field. When either club is closed for repairs or during a Southwest Fair Commission event, members in good standing with either club may have guest privileges with the other club during times when respective home members are active at each field. Club badges shall be visible at all times when flying under this agreement to identify members in good standing of each club. The host club’s safety rules and guest program rules unless otherwise stated in this agreement, as defined in the club’s By-Laws, at all times shall prevail. Each club is responsible to ensure only qualified pilots are extended reciprocity under this agreement. This agreement can be terminated via written notice by either club.

## 3. ORGANIZATION

3.1. Officers of the Club shall be:

President	Secretary
Vice-President	Safety Officer
Treasurer	Web Manager

3.2. The Board of Directors shall consist of:

- a. 6 Club officers - Executive Directors
- b. 3 Board Directors elected from the at large members

## 4. ELECTIONS

4.1. Election of Officers will be staggered in the following manner:

Odd years – Safety Officer and Treasurer.  
Even years – Secretary and Web Manager.

A Vice-President will be elected each year for a one-year term as Vice-President and then move up to the office of President for the second year.

The term of office for other officers will be two (2) years, commencing with the elections of December, 2002 (Vice-President will move to President for second year of term). The nominations will be taken at the November meeting and elections shall be held during the regular monthly meeting in December. The terms of office begin in January of the following year. For example, the Safety Officer and Treasurer are voted in for a two-year term at the December 2002 General Meeting. Their two-year terms begin January 2003. The next time these offices are up for re-election is December 2004 to commence in January 2005.

The three board directors are nominated by the Club members and elected by majority vote. Their term of service will be at the discretion of the Executive Directors.

4.2. Eligibility for the offices of President, Vice-President, Secretary, Treasurer and Safety Officer is restricted to persons who have been FULL members for a minimum of 2 years and have not had a felony conviction. All other officers and board directors may be selected from the FULL or JUNIOR members who have been members for 2 years.

4.3. Voting shall be as in Section 6 (Club Business), except that for officer elections, absentee ballots, shall be accepted by any Club officer and counted as part of the Quorum on the day of the election.

4.4. Special Elections to recall Club officers, fill vacancies in Club offices, and to excise Club members from the membership rolls for due cause, may be called by the Executive Board of Directors. Such special elections shall be advertised in an email as priority agenda items and the provisions of 4.3 shall prevail.

4.5. Presidential vacancies shall automatically be filled by the Vice-President. A new Vice-President shall be nominated and elected each year as in Section 4.1.

## **5. OFFICERS**

### **5.1. PRESIDENT**

The President shall preside at all meeting of the Club and shall act for the Club in all matters pertaining to the Club. The President shall also be the Chairman of the Board of Directors.

The President shall prepare and publish an agenda for each meeting as described in Section 6.

The President is authorized to spend a maximum of two hundred dollars (\$200.00) for immediate/emergency expenditures for the Club without prior approval.

### **5.2. VICE-PRESIDENT**

The Vice-President shall assume the duties and exercise all the authority of the President in the event that the President is absent or otherwise unable to fulfill the duties of the President. Other duties as assigned by the President or the Board of Directors shall be performed by the Vice-President. The Vice-President shall move up to the office of President for the second year of his term.

The Vice-President will order new hats and T-shirts, as necessary.

### **5.3. SECRETARY**

The Secretary shall be the point of contact for all club business with the Academy of Model Aeronautics (AMA) and as such his/her name will be published on the AMA web site and also be published on the SAM web site. As such the Secretary receives notices from various clubs announcing fly-ins, swap meets, etc. The Secretary will forward this information to the Web Manager for distribution to the membership.

The Secretary will maintain the club roster. With each change, he/she will forward a copy to the Web Master for publication on the club's web site and update the membership's roles with the AMA roster.

Approximately each January the Secretary will receive an application from the AMA to renew the Club's Charter and Insurance document. After receiving the Insurance Declaration Page, he/she will hand deliver a copy of the insurance declaration to the Southwestern Fair Commission.

Approximately each December the Secretary will receive a copy of the sublease agreement from the Southwestern Fair Commission, edit the document as necessary, sign the document and return such to the Southwestern Fair Commission, who will sign it and return a copy to the Secretary for filing.

The Secretary shall keep minutes of all meetings, and Club business conducted. The Secretary shall maintain an official Minutes Book for this purpose. Following each General Membership Meeting the Secretary shall produce those minutes in draft form and send them to the President, who will approve/edit the minutes. Upon approval, the Secretary shall forward the minutes to the Web Manager who will convert the minutes into a .pdf format and forward a copy to the membership. Following each Board meeting the Secretary shall produce the minutes and forward a copy to the President.

The Secretary will collect dues, runway maintenance fees and initiation fees, (along with any other Club Officer) the membership application, and transfer such fees to the Treasurer for deposit of these fees into the Club's general account.

5.3.1. New members accepted into the Club will be recorded in the minutes. The Secretary shall provide all new members with a copy of the Club's By-Laws which includes the Pilot Rating-Training Manual in Section 8. If the new member has access to the internet, all this information can be found at the Club's web site.

#### 5.4. TREASURER

The Treasurer of the Club shall collect and disburse all monies of the Club and keep an accurate record of all the treasury transactions. The Club's treasury balance and transactions shall be reported to the membership during the regular Club meetings. The Treasurer will provide a verbal income and expense report for each calendar month to the Secretary, to be filed with the general meeting minutes. This will normally be accomplished at the monthly general membership meeting.

5.4.1. Membership cards shall be issued to each member in good standing by any club officer. Expiration dates, as determined by current dues payments of the member, shall be posted on the member's Membership Card.

5.4.2 The Treasurer also serves as the Statutory Agent for the Corporation and will file the Annual Report of the Corporation to the Arizona Corporation Commission. This report is due to the Arizona Corporation each June.

5.4.3 The Treasurer will file the annual tax report with the IRS. This report is due not later than May 15<sup>th</sup> each year.

## 5.5. SAFETY OFFICER

The Safety Officer shall supervise all field operations with particular attention being placed on safety. In accordance with AMA rules, the Safety Officer must have an e-mail address.

5.5.1. Safety-Field Rules, as defined by Section 7 of these By-Laws, shall be in the Safety Officer's possession when performing the duties of Safety Officer.

5.5.2 In the absence of the elected Safety Officer, the first club member who is a qualified pilot to arrive at the flying site shall, by default, be the Safety Officer Pro Tem, and will assume the duties as described in Section 7 and shall continue until either:

- a. The first arriving member leaves, then the duties will be turned over to another member.
- b. A Club Board Member arrives at the field. Thereafter the highest-ranking officer or longest serving Board Member shall assume the duties or may designate a Safety Officer Pro Tem.
- c. The Club Safety Officer arrives.

Such temporary Safety Officers shall act with all the authority designated to the Safety Officer in the section 7 rules.

5.5.3. Eligibility of potential users of the Club flying sites is the responsibility of the Safety Officer (or Safety Officer pro Tem). The Safety Officer shall determine that the potential user of the field is a Club member or a Club guest. The Safety Officer shall also determine that site users, and all aircraft operated in the site meet all the requirements of the Club in all aspects. The Safety Officer's decision is final, except when the decision is referred to the Board of Directors for review and determination.

## 5.6. WEB MANAGER

The Web Manager shall establish and maintain the club website at [www.sam1191.com](http://www.sam1191.com). The Web Manager shall monitor comments made on public pages of the website and respond to contacts addressed to [webmaster@sam1191.com](mailto:webmaster@sam1191.com).

The website shall contain information about the Club, including directions to the field, information about joining the club, information about pilot training, and the by-laws of the club. A separate "Members Only" page shall contain the most current member roster, members' only notifications, and members' only documents. Sign-up sheets, such as for manning the booth at the Pima County Fair, shall be administered on the "Members Only" page.

The Web Manager shall notify the membership of upcoming meetings and the agenda to be addressed at said meetings. Notification shall be at least seven (7) days prior the meeting and shall contain the date, time, and location.

The Web Manager shall compile an e-mail address list of the membership and shall maintain the list for the purpose of contacting members with: Club Business, messages from Club Officers and Board Members, messages from Club Members, and other R/C related topics. Responses to these e-mails shall be directed to the proper Officer, Board Member or Club Member.

## 5.7. MEMBER BOARD OF DIRECTORS

Members of the Board of Directors shall attend Board of Director meetings and participate in such meetings, including voting.

## 6. CLUB BUSINESS

6.1. Decisions of the Club shall be decided by a majority quorum vote of 51% of the voting membership present at regular advertised monthly meetings. (Except for voting in new members. Those rules are found in 2.1.1)

6.1.1. Regular meetings shall be held monthly at the time and place advertised in the Club's Newsletter. Normally these meeting are held on the first Sunday of the month for odd numbered months and the first Saturday of the month for even numbered months at 9:00 a.m. in the summer and 10:00 a.m. in the winter.

6.1.2. Voting Membership shall be all FULL and JUNIOR members including the elected Club officers EXCEPT THE PRESIDENT. In the event of a tie, the President shall cast the deciding vote.

6.1.3. Any opposed office shall be voted on by ballot, not by "show of hands". Ballots will be provided by the Secretary and are to be counted by a minimum of two Club officers.

6.2. All Agenda items to be considered by the Club for decision must be advertised in an e-mail at least seven (7) days prior to being presented to the Club. The President shall inform the Board at least ten (10) days before the next meeting of the agenda items to be considered.

6.3. The Board of Directors shall provide management and leadership to the Club. They are responsible for presenting plans, projects, and direction to, and for, Club activities and business.

6.3.1. Regular meeting of the Board of Directors shall be held monthly, at least ten (10) days before the regular Club meeting. Such meetings may, if the Chairman directs, be simple communications by telephone, e-mail or other contact with the Board.

6.3.2. Urgent Actions, particularly changes in safety rules, review of Safety Officer decisions requested by Club members, addressing a formal complaint filed by a member, or any Club business deemed too urgent to wait for the next Club meeting, may be decided and acted upon for the Club by a 75% vote of the Board. The Chairman shall call a special meeting of the Board for Urgent Actions as deemed necessary by the Chairman. The Chairman may also opt for contact with the other Board Member via telephone or other contact for these Board Meetings. If appropriate, such Urgent Actions shall be presented to the Club membership as priority agenda items for confirmation or rejection as in 6.1 and 6.2.

6.3.3 Any member may lodge a complaint against any other member alleging misconduct as



described in section 2.3 d of these By-Laws. For action to be taken by the Board of Directors the complaint must be presented to any member of the Board of Directors. Accordingly, the Board of Directors will adhere to the following protocol.

- a) The member making the accusation must state they wish to file a formal complaint. This complaint will be in writing. Should the member not wish to file a formal complaint then no further action will be taken
- b) Following receipt of a written complaint given to any Board member the President will call for an urgent action meeting of the Board. The Board may write an e-mail to the accused asking him/her to explain their recollections of events.
- c) If not already accomplished during the urgent action meeting, the Board will then interview any witnesses to the incident.
- d) Discussion among the Board members must remain confidential within the Board and not shared with any SAM member. Only the final decision of the Board will be made public.
- e) The Board will make a final determination and act appropriately by either:
  - 1) Informing the accuser that they find the accused did not act inappropriately or,
  - 2) Finding the accusation does have merit and sending the accused an appropriate e-mail/letter outlining any action(s) to be taken in accordance with these By-Laws.

6.3.4 Work parties may be called at any time at the discretion of the President or Safety Officer to perform such tasks of field maintenance as the Safety Officer directs. During such periods, the field shall be closed to flight operations and all pilots using the field shall help accomplish the tasks directed by the President or Safety Officer. Unless it is an emergency, a 48-hour notice shall be given if the runway will be closed.

6.4 Club Fun-Fly. A Club fun-fly will be held twice annually. One fun-fly to be held annually on or about the 3rd weekend in May, and one fun-fly to be held annually on or about the 3rd weekend in Oct. Dates will be determined, announced to the Club and posted with AMA no later than 6 months prior to the event. The Vice-President and the Safety Officer will co-chair these events and report planning progress at regular intervals.

## **7. SAFETY/FIELD RULES**

7.1. The Safety Officer supervises all operations of the field with particular attention to safety. The Safety Officer can, at his/her discretion, ground any pilot or aircraft for violation of Section 7 rules. The Safety Officer's decision is final and MUST be followed. Appeals may be made to the Board of Directors in accordance with Section 6.3.

7.1.1. In the absence of the Club Safety Officer see Section 5.5.2.

7.1.2. Pilot qualifications for solo powered flight operations shall consist of successful demonstration of the pilot's skill in performing the maneuvers as described in the Pilot-Rating & Training section of the By-Laws (Section 8). This section applies to all trainee pilots as well as all new members and guests.

#### 7.1.3 Unqualified Pilots:

7.1.3. A Non-AMA members. Unqualified pilots who are not members of AMA must be accompanied by a SAM designated Introductory Pilot Instructor until such time as the unqualified pilot shows a current AMA card.

7.1.3. B AMA members. Unqualified pilots who are current members of AMA must be accompanied by a qualified pilot or a Club instructor in a "coach and pupil" arrangement before attempting flight operations. The unqualified pilot must be on a buddy box (as outlined in the AMA Charter) and be prepared to relinquish control of the aircraft, and the qualified pilot to assume control of the aircraft, if such aircraft appears to be in trouble. If the qualified pilot is not otherwise an instructor, that person must receive permission from the safety officer present in order to "buddy box" an unqualified pilot. The permission granted lasts for that day only."

7.1.4. Aircraft qualification for operation at the Club flying site shall consist of a thorough airworthiness inspection by a qualified instructor. Such inspection must include airframe structural strength, alignment, balance, and proper operation of radio controls. A radio range-check must also be performed. **All new or extensively rebuilt aircraft must be subjected to this airworthiness inspection by a qualified instructor prior to flight operation.**

7.1.5. The Pima County Fairgrounds Flying Site is a closed field restricted to Club members and their bonafide guests in accordance with the Club's sublease agreement with Southwestern Fair Commission. In accordance with the Club's sublease agreement and Arizona law, sale and or consumption of alcohol on the premises is not allowed. Utilization of the site may be suspended at any time by the Fair Commission when the Fairgrounds are to be utilized for conflicting activities.

7.1.6. The entrance gate to the field must be securely locked by the last member upon their leaving the field. Ensure that the gate combination lock is "scrambled" at all times (gate open or gate closed).

7.1.7. Violations of the Safety Rules shall immediately be brought to the attention of the member committing the violation. Repeated safety violations are due cause for dismissal from the Club. A record of these violations will be kept by the Safety Officer.

7.1.8. It is strongly recommended that a second person be with you when running an engine on the test stand.

## 7.2. GENERAL FIELD RULES

These Rules are in addition to Federal, State, and Local laws, regulations, and policies and the official AMA Safety Guidelines.

- a. Common courtesy and common sense are expected from all members and users of the flying field.
- b. Do not distract pilots when they are engaged in flight operations.
- c. Be aware of your prop-wash. Do not blow dust into other pilots, their aircraft, or spectators.
- d. **CHILDREN SHALL NOT BE LEFT UNATTENDED.** Members who bring children to the site must control their whereabouts to avoid unsafe situations.
- e. Pick up your trash, props, rubber bands, rags, paper towels, etc. Beware of loose debris that may cause an unsafe situation.
- f. All spectators must remain behind the safety-fence area, behind the designated pit area/flying line.
- g. Vehicles shall be parked in the designated parking area.
- h. When going out on the flight line, notify pilots who are engaged in flight operations. It is incumbent on the pilot who is about to takeoff to confirm the direction of flight and only takeoff accordingly.

## 7.3. FREQUENCY CONTROL

- a. Only 72 MHz, 2.4 GHz and “Narrow-Band” (1991) transmitters and receivers are allowed.
- b. Before operating your 72 MHz transmitter, you must have a frequency clip for your frequency.
- c. Use the Frequency Board and clips by attaching your AMA membership card to the slot where the frequency clip was.
- d. If you “turn on” your transmitter without a frequency clip, and this causes damage to the frequency clip holder’s aircraft, you are responsible for the reimbursement of any damage that may have been caused.
- e. Frequency Clips must be used in all 72 MHz transmitter use, including range checks, engine checks, etcetera.
- f. Be courteous with the Frequency Clips. If another member is waiting for your clip, take turns and share the fun. Do not “hog” the clip.

## 7.4. PIT AREA

- a. All pit area operations must be conducted behind the designated flight line.
- b. Prolonged engine runs **SHALL NOT** be conducted in the pit area. Such runs may be conducted in the designated engine test run area or in a safe area at least one hundred (100) feet downwind of the pit area.

- c. All aircraft engines/motors will only be started/battery connected in the pit area. The ONLY exception will be that electric aircraft may connect the battery in the Ramada/spectator area if, and only if, the propeller is removed. When starting, or running engines on the ground, point the prop-wash away from other people and aircraft.
- d. All aircraft operations must comply with the AMA Safety Code and SAM By-Laws, which state that taxiing is never permitted in the pit area or the walkway parallel to the runway. All aircraft must be carried within the pit area except when the following conditions exist. Large aircraft that are too big and/or too heavy to safely carry or safely started or operated by one person on the start benches must use the engine start pad in the southeast end pit area. The plane will be placed on the engine start pad with the engine pointed towards the runway with the wing against the provided restraints. Once started, the aircraft will be pulled back and repositioned on the taxi strip (just to the left of the start area) and pushed to the hold line waiting for takeoff. No other engine runs may take place in the southeast end of the pit area. Blast barriers will be located and must be in place on the safety fence to mitigate prop wash.
- e. When starting, or adjusting your engine, do not put yourself in the line of the spinning prop. Beware of debris or breaking props that may cause an unsafe condition.

#### 7.5. FLYING

- a. All pilots in command will maintain visual line of sight with their aircraft.
- b. All pilots must have in their possession their SAM Membership card while operating any aircraft and will show their SAM Membership card to the Safety Officer or any other Board member if requested to do so.
- c. Unsafe or reckless flying, as defined by the Safety Officer, is prohibited.
- d. ALL FLYING OPERATIONS shall be conducted with the pilot behind the safety fence. Limited to six (6) fliers at a time.
- e. When taking off call out LOUDLY: "TAKING OFF and state direction!"
- f. The initial take-off turn shall be away from the Pit Area.
- g. Pilots will avoid flying over the spectators, Pit Area, and vehicles. Intentional low passes over these areas are prohibited.
- h. The area over the Fairgrounds buildings and over the Go-Cart and racetracks East and West of the field are NO FLY ZONES. It is a safety violation to intentional fly over these areas.
- i. Intentional low passes flown at high speed (i.e. not a low approach) must be performed out past the centerline of the runway.
- j. If your engine quits in the air, or if you have a glider setting up on a final approach, call out LOUDLY: "DEAD STICK!" All other flyers must give the powerless aircraft the right-of-way until it is safely on the ground and cleared off the field. In all cases, landings will have priority over take-offs.
- k. Pilots flying rotary wing aircraft will use the two pads located to the west of the parking lot and Ramada area. Small fixed wing aircraft operations are also approved for flight in the rotary wing area. The following rules/restrictions apply.

1. There will be no simultaneous rotary wing and fixed wing flying in the rotary wing area.
  2. Generally small aircraft of under 36" wingspan, gliders and powered kites will be allowed.
  3. No glow/gas airplanes are allowed.
  4. If questions arise, the Safety Officer will be the final arbitrator of what type airplane will be allowed.
- l. To continue to have a safe flying environment a line of separation ("Dead Line") will be established as an extension of the safety fence adjacent to the current six fixed wing flying stations in both directions to infinity. Fixed wing glow/gas/electric airplanes will operate to the northeast of this Dead Line. Two second Dead Lines will be established for operations off of the rotary wing pads as follows: An imaginary line as an extension of the north edge of the current taxiway and extend NW to infinity. A second deadline from the current 8' backstop fence will be an extension northeast to the intersection of the first deadline, and straight south to Dawn Road staying west of the porta-john. Rotary wing and small fixed wing aircraft may fly southwest of these two lines and northeast of the Go-Kart track. There will be no flying over the Go-Kart track.
  - m. When on final approach, shout "LANDING!" so all other pilots will give way.
  - n. The take-off and landing area shall be kept clear at all times. If it is necessary to go out on the field to recover a powerless or damaged aircraft, the pilot must call out LOUDLY: "ON THE FIELD!" All other pilots shall remain in the air, or remain stopped on the field until the field is clear. When the pilot on the field has cleared off, he/she must call out LOUDLY: "FIELD IS CLEAR!" to advise the other pilots that the field has been cleared.
  - o. Pilots must inform the Safety Officer before flying a new or extensively rebuilt aircraft for an inspection, or a "maiden flight". The Safety Officer may suspend flying operations by other pilots while a "maiden flight" is underway.
  - p. Club Pilots or Club Instructors who agree to test-fly someone's new or rebuilt aircraft shall not be held responsible for any damages incurred to such aircraft.
  - q. First Person View (FPV): All FPV flight will be conducted with a SAM qualified pilot holding the primary transmitter and will maintain visual line-of-sight with the aircraft at all times. He/she is the pilot in command (primary pilot). The second SAM qualified pilot will have a transmitter on a buddy box and wear the FPV headset/monitor screen. The pilot in command will, at all times, be prepared to take control of the aircraft and fly visually at any time he/she deems necessary or appropriate.
  - r. User programmable autonomous flight activities are not authorized.

## **8. PILOT RATING-TRAINING**

### **8.1. SAM Flight Instruction Program**

The purpose of this flight instruction program is to have the student demonstrate that he/she can safely fly his/her aircraft. The program will culminate in a flight check

administered by a different instructor than the one who trained the student. Attaining this final skill level is not a single, unique, giant leap, which can be taught in one lesson, but rather is the putting together of an associated series of intermediate attainable skill levels.

This flight instruction program has been tailored so that each intermediate level builds on the last, and leads to the next so that training can be optimized. The program strives to keep interest at a high level, and its goal is to make the final skill level - Solo Flight, a positive and rewarding experience.

The student should be taught the AMA Safety Guidelines and SAM's Safety Rules and the student should be able to demonstrate without hesitation what those rules are when quizzed by the instructor.

The Instructor will demonstrate and the Student will be evaluated proficient in each of the following skills:

Proper frequency control.

Center of Gravity (CG) in proper location and what is required for a proper safety check.

Proper engine start procedures and needle valve settings (if applicable).

Proper range check procedures.

Ascertain direction of flight.

Control the aircraft in straight and level flight with some input from the instructor.

Control the aircraft in a banked turn (both left and right turns) with some input from the instructor as to altitude and bank angle control. Ground track will be a race track pattern according to the direction of flight.

Demonstrate an Oval Race Track Flight path parallel to the runway.

At the Instructor's discretion the Student will be allowed to perform a loop and/or an aileron roll.

Able to taxi the aircraft on the runway at taxi speeds and high speeds.

Demonstrate proper take off procedures showing the ability to maintain runway heading with a shallow climb-out of approximately 15° climb angle until a safe altitude is reached, followed by a gentle turn away from the pit area.

Demonstrate proficiency in slow flight using 1/3 to 1/2 throttle maximum. Turns will be 15° maximum bank. Altitude will be maintained.

Demonstrate proficiency in executing and recovering from straight ahead and turning stalls from slow flight.

Demonstrate proficiency in the landing pattern. Aircraft must be positioned at the same altitude and downwind position before turning base so as to arrive over the end of the runway, on the runway heading with wings level, to complete the maneuver.

Demonstrate the ability to land the aircraft to a full stop on a runway and also to execute a touch-and-go landing.

Demonstrate the ability to land the aircraft on the runway from an unexpected “dead stick” landing, from altitudes as low as the normal traffic patterns.

8.2. SAM Student Pilot Flight Test. All new members must demonstrate knowledge and understanding of the Club Safety/Field Rules and the Pilot Rating-Training requirements and receive a flight test before solo flight administered by an instructor. All new pilots, after completion of the flight instruction program, must receive a flight test administered by an instructor other than the person who trained the new pilot.

## **SOUTHERN ARIZONA MODELERS STUDENT PILOT FLIGHT TEST**

### ***PREFLIGHT CHECKS***

- FREQUENCY CLIP ON YOUR PRESENT CHANNEL OR 2.4 PIN.
- TRANSMITTER AND FLIGHT PACK BATTERIES CHARGED.
- RADIO RANGE CHECK TO MFG. SPECS.
- CONTROL SURFACE ORIENTATION. (UP IS UP ETC.)
- ENGINE, WING, LINKAGES AND HARDWARE SECURE.

***PREFLIGHT FOR ELECTRIC***

- PROPER BATTERY INSTALLATION AND TURN ON PROCEDURE.

***PREFLIGHT RUN UP AND ADJUSTMENT FOR GAS/GLOW***

- FUELING OF AIRCRAFT.
- STARTING OF ENGINE.
- ENGINE ADJUSTMENT FOR HIGH AND LOW SPEED IDLE ADJUST.
- LOW TRIM ENGINE CUT.

***TAXI AND TAKEOFF.***

- EXITING THE PIT AREA. NO TAXIING IN THE PITS!
- DEMONSTRATION OF GROUND HANDLING.
- ABILITY TO HOLD POSITION ON THE RUNWAY.
- POSITIONING FOR TAKE OFF (WIND DIRECTION)
- TAKE OFF RUN AND PROPER TURN AWAY FROM THE PITS.

***FLIGHT MANEUVER DEMONSTRATION***

- STRAIGHT AND LEVEL FLYBY PARALLEL TO RUNWAY OVAL RACE TRACK PATTERN AROUND FIELD.
- HORIZONTAL FIGURE 8 PATTERN, MODERATE BANKING.
- SLOW SPEED/REDUCED THROTTLE FLYING AT ALTITUDE.
- INDUCED STALL AND RECOVERY.
- AT EXAMINERS DISCRETION A DEAD STICK CONDITION TO A CONTROLLED LANDING.
- TOUCH AND GO.
- MUST DISPLAY ABILITY TO MAINTAIN ORIENTATION.
- CONTROLLED LANDING AND TAXI TO, BUT NOT INTO, THE PITS.
- SHUTDOWN AND RETURN OF FREQUENCY CLIP TO BOARD.

8.3. SAM Instructor Program.

Congratulations! You have been chosen to be an Instructor Pilot for Southern Arizona Modelers. As such, besides just knowing how to fly you have demonstrated your ability and willingness (among other things):



- ✓ To have the right demeanor/personality/patience.
- ✓ To be available.
- ✓ To be willing to spend some of their own money on fuel, parts, planes, etc.
- ✓ To know, understand and embrace what we as a club want our new pilots to learn/master in order to safely operate their aircraft.

The purpose of this instructor program is to have every instructor understand and fully embrace the SAM Flight Instruction Program. Simply put the main goal of the SAM Flight Instruction Program is to have the student demonstrate that he/she can safely fly his/her aircraft.

Safety is paramount. The student must demonstrate his/her knowledge of the AMA Safety Guidelines as well as all the SAM Safety Rules. There can be no compromise. When quizzed the student should be efficient, skillful and without hesitation in their knowledge of these safety rules.

We realize that students will make mistakes and this is to be expected. The SAM Flight Instruction Program lists various skills in which the student must demonstrate proficiency, i.e. either they understand something or can demonstrate something. Here, the grading criterion is less stringent. By demonstrating proficiency we realize the student make errors of commission or omission, but they will recognize their error and readily correct it.

A well- qualified instructor needs to comprehend and teach with an understanding of the various “Laws of Learning.” (For more information go to: [www.wikipedia.org/wiki/Principles\\_of\\_learning\\_](http://www.wikipedia.org/wiki/Principles_of_learning_))

## **Readiness**

**Readiness** implies a degree of concentration and eagerness. Individuals learn best when they are physically, mentally, and emotionally ready to learn, and do not learn well if they see no reason for learning. Getting students ready to learn, creating interest by showing the value of the subject matter, and providing continuous mental or physical challenge, is usually the instructor's responsibility. If students have a strong purpose, a clear objective, and a definite reason for learning something, they make more progress than if they lack motivation. In other words, when students are ready to learn, they meet the instructor at least halfway, simplifying the instructor's job.

## **Exercise**

The principle of **exercise** states that those things most often repeated are best remembered. It is the basis of drill and practice. It has been proven that students learn best and retain information longer when they have meaningful practice and repetition. The key here is that the practice must be meaningful. It is clear that practice leads to improvement only when it is followed by positive feedback.

## **Effect**

The principle of **effect** is based on the emotional reaction of the student. It has a direct relationship to motivation. The principle of effect is that learning is strengthened when accompanied by a pleasant or satisfying feeling, and that learning is weakened when associated with an unpleasant feeling. The student will strive to continue doing what provides a pleasant effect to continue learning. Positive reinforcement is more apt to lead to success and motivate the learner, so the instructor should recognize and commend improvement. Whatever the learning situation, it should contain elements that affect the students positively and give them a feeling of satisfaction. Therefore, instructors should be cautious about using punishment in the learning experience.

## **Primacy**

**Primacy**, the state of being first, often creates a strong, almost unshakable, impression. Things learned first create a strong impression in the mind that is difficult to erase. For the instructor, this means that what is taught must be right the first time. For the student, it means that learning must be right. “Unteaching” wrong first impressions are harder than teaching them right the first time. If, for example, a student learns a faulty technique, the instructor will have a difficult task correcting bad habits and “reteaching” correct ones.

## **Recency**

The principle of **recency** states that things most recently learned are best remembered. Conversely, the further a student is removed time-wise from a new fact or understanding, the more difficult it is to remember. For example, it is fairly easy to recall a telephone number dialed a few minutes ago, but it is usually impossible to recall a new number dialed last week. The closer the training or learning time is to the time of actual need to apply the training; the more apt the learner will be to perform successfully.

## **Intensity**

The more intense the material taught, the more likely it will be retained. A sharp, clear, vivid, dramatic, or exciting learning experience teaches more than a routine or boring experience. The principle of **intensity** implies that a student will learn more from the real thing than from a substitute. For example, a student can get more understanding and appreciation of a movie by watching it than by reading the script. Likewise, a student is likely to gain greater understanding of tasks by performing them rather than merely reading about them. The more immediate and dramatic the learning is to a real situation, the more impressive the learning is upon the student. Real world applications that integrate procedures and tasks that students are capable of learning will make a vivid impression on them.

## **Freedom**

The principle of **freedom** states that things freely learned are best learned. Conversely, the further a student is coerced, the more difficult is for him to learn, assimilate and implement what is learned. Compulsion and coercion are antithetical to personal growth. The greater the freedom enjoyed by individuals within a society, the greater the intellectual and moral advancement enjoyed by society as a whole.

## **Requirement**

The law of requirement states that "**we must have something to obtain or do something.**" It can be an ability, skill, instrument or anything that may help us to learn or gain something. A starting point or **root** is needed; for example, if you want to draw a person, you need to have the materials with which to draw, and you must know how to draw a point, a line, a figure and so on until you reach your goal, which is to draw a person.

## **9. FLYING SITE MAP**

Follow Houghton Road south from I-10, approximately 1½ miles to Dawn Road. Look for our club sign at Dawn Road. Turn right and go west ½ mile, past the racetrack entrance. Look for our entrance with a metal gate on the north side of the road, with the **SAM** sign; enter here.