

27 June 2002

Binghamton Aeros Field Rules

GENERAL AND INTRODUCTION:

The Binghamton Aeros, Inc. is an R/C model club devoted to the flying and enjoyment of radio control model aircraft. We are privileged with one of the finest and most spacious sites available for this activity and the following rules for the use of this site (the Chenango Bridge Airport) are designed with the express intent of maintaining a high standard of safety and enjoyment for all parties involved with the use of this facility. This includes not only the Binghamton Aeros, but also the Chenango Bridge Pilot's Association (who operates full scale aircraft on site), the operators of Haskell Farms (who farm the land surrounding the runways and own the airport) and the residents of our community who own and live in structures surrounding the airport. It is our responsibility as club members to follow these rules carefully in order to assure our continuing use of this facilities well as the utmost in safety for ourselves and others.

Some of our rules are a great deal different and, in some instances, a great deal more restrictive than those in use by other model aircraft clubs. The primary reason for this is found in some of the equipment we fly – I/E large scale R/C models, all arguments about inertia and such aside, a great deal more mass and presence than smaller aircraft and, as such, require a little more care in their operation if a comparable level of safety is to be maintained. In actual point of fact, it is our desire as a club to maintain a superior level of safety rather than a comparable one and this is the reason behind the more restrictive rules,

The **FIELD RULES** presented here are complementary to the Binghamton Aeros **BY LAWS** but not entirely inclusive of them. Please refer to the Aeros **BY LAWS** in the use of this facility as well.

VEHICLE MOVEMENT ON THE AIRPORT:

1. Vehicular entrance to the airport should be by way of the dirt and grass track which runs North from Airport Road to the West side of the club's trailer and pavilion. Extreme care should be exercised in any motion on the airport when the ground is wet or soft so as not to create ruts or tracks in areas used by the full size aircraft. It is strongly recommended that Aeros members park in the fenced parking area adjacent to the South end of the North - South runway when the airport surface is soft. **DO NOT under any circumstance use the North - South runway for airport entrance.**

2. Vehicular parking for the Binghamton Aeros will be allowed where shown on the attached chart (fig. 1) and in the Airport Parking Area adjacent to Airport Road. In addition, vehicles may be parked between the pavilion and Hangar 13, adjacent to the **PIT LINE** for the purpose of unloading or loading if they are moved to the regular parking at the completion of that operation. Great care must be exercised to insure that no vehicles are parked so as to block any hangar openings or cause damage to the crops on the West side of the entrance track.

3. No vehicular operations are allowed on the runways except by specific permission of the Chenango Bridge Pilot's Association and no vehicular operations are allowed in the crop areas on the four (4) corners of the airport for any reasons.

4. Care must be taken during any movement on the airport surface to avoid conflict with full size aircraft taxiing on the airport. Keep your eyes and ears open and be very aware of the possibility of aircraft motion around you, especially in the vicinity of the hangars that can block your sight lines.

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Model Aircraft Operations

1. **AUTHORITY**: Only Binghamton Aeros members and supervised guests are authorized to operate model aircraft on the Chenango Bridge Airport. All guests are required to know and operate within these field rules and are the direct responsibility of their specific host. Guests must sign in at the Aeros trailer.

2. **REQUIREMENTS PRIOR TO OPERATION**: Prior to any model operation on the airport, the operator must be a current AMA member and the club's scanner must be set up and operating to monitor the airport Unicom frequency of 122.9 MHz.

3. **EQUIPMENT REQUIREMENTS**: Prior to operation at the Chenango Bridge Airport, each aircraft must meet or exceed all the requirements currently accepted by both the AMA and the IMAA and must produce a measured noise level no greater than 98 db at 9 feet with the db meter 1 foot from the ground and the engine at full throttle. All radio equipment must meet current FCC regulations and must be "narrow band" equipment as per the 1991 standards. In addition, each transmitter must display the proper Aeros frequency control pin prior to switching on. Frequency control is mandatory regardless of the number of flyers present.

4. **GROUND OPERATIONS**: All model aircraft ground operation will take place to the North of a line extending East - West from the North face of the Pavilion and no ground operation of free aircraft will be allowed South of this line. The Pit Area for aircraft set up and starting is located on this line East and West of the pavilion starting at the edge of the crops to the West and continuing to the Western edge of the new hangar (hangar #13) with the exception of the area immediately to the North of the pavilion. Aircraft must taxi under physical restraint or tether if the flight line is active from the pit line to the runway (using caution to avoid endangering persons on the Flight Line at the Southern edge of the runway) in order to reach the runway for take off. Aircraft returning from the runway to the Pit Area must shut down and moved manually.

NO Taxiing will be allowed that points a free aircraft towards the pavilion or the Pit Line/Parking Area. This rule is to assure the safety of spectators and equipment in the event of a runaway aircraft.

5. **FLIGHT OPERATIONS**: All flight operations of model aircraft on the Chenango Bridge Airport will be conducted with the assistance of a spotter whose sole duties will be to remain alert for full size aircraft operations and keep the flyer informed about them. All model aircraft flight operations will cease during periods in which full size aircraft are operating on the airport or in the pattern overhead for landing.

THERE ARE NO EXCEPTIONS TO THIS RULE!

If you are flying, you must land and move clear of the runway to allow a full size aircraft to take off or land. This is for your safety. The model pilot and his observer will stand on the South side of the runway in line with, or slightly South of the runway lights for all flight operations. Except in emergencies, all take offs and landings will be conducted on the East - West runway, to the North of this line, which is the Flight Line. All flight operations will be conducted within the boundaries of the Chenango Bridge Airport property and no aircraft may cross beyond the tree lines to the West, North or East of the airport. There are housing developments just feet beyond all these tree lines and we may not over fly them. Additionally, flight to the South of the Flight Line is absolutely prohibited for obvious safety reasons.

6. **PATTERNS**: If take offs and landings are being conducted to the West (right to left), a right hand turn after take off is mandatory with the pattern being right turns for passes and landings to the West down the runway. If take offs and landings are being conducted to the East (left to right), a left hand turn is mandatory after take off with left turns to landings or low passes down the runway. Turns after take off will always be away from the Flight Line and passes down the runway with turn-a-rounds to return down the runway in the opposite direction are prohibited when more than one (1) aircraft is flying, unless by pre arrangement with all pilots on the Flight Line.

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7. **FARM VEHICLES:** The Chenango Bridge Airport is a working farm and all pilots and spotters are cautioned to be alert for farm vehicles (tractors, trucks, etc.) operating on the runways and in the fields adjacent to the runways. Low passes and continuous flying over areas being worked by farm equipment are to be avoided and could cost us the use of the airport as the people working that equipment are, in reality, our landlords.

SPECIAL NOTE ON FULL SCALE OPERATIONS:

The traffic pattern for full size aircraft at the Chenango Bridge Airport consists of left hand turns around the airport at an altitude of 1,000 feet above the field. Whenever practicable, full size aircraft operating at this airport will fly a complete circuit around the airport to give us time to suspend model activities for their landing. In addition, full size aircraft will announce their intentions and positions on the Unicom on 122.9 MHz, if radio equipped.

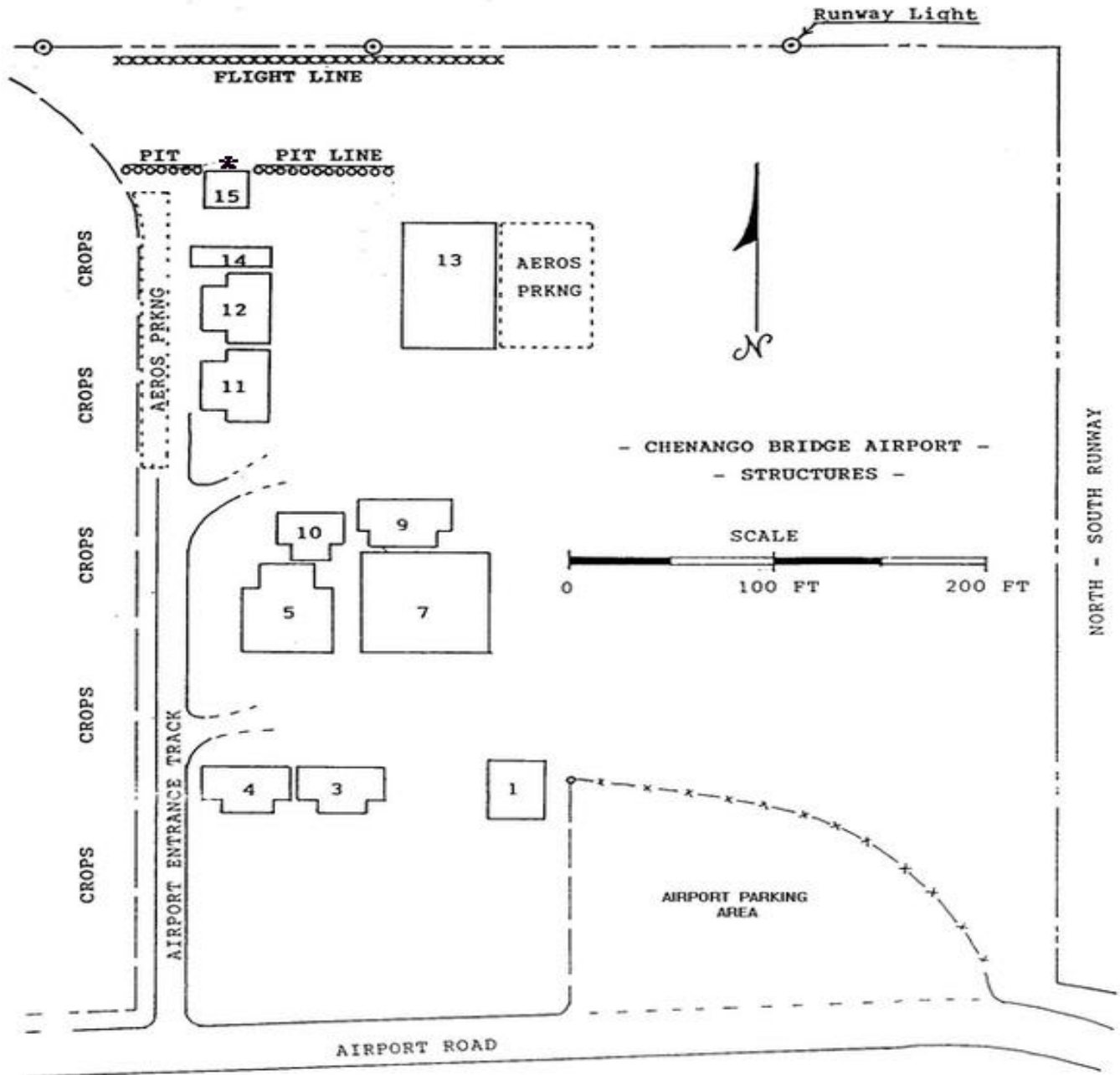
CAUTION: It is not always possible for full size aircraft to fly a complete pattern or announce their presence on the radio. As a result of this fact, it is important that spotters remain very alert to the possibility of such occurrences as well as the possibility of a visit by an aircraft not based at Chenango Bridge and therefore unaware of our model operations or procedures.

All pilots and spotters should also be aware the aircraft based in the hangar directly behind the Aeros trailer (hangar #12) is a radial engine, tail wheel equipped Cessna "195" and that, as a result of poor visibility from it's cockpit during taxiing operations must approach hangar #12 by taxiing on the Aeros side of hangar #13 from the runway. This is to allow the pilot to see the area he is taxiing into. Pilots and spotters should keep in mind that if they are in the area to the front right of this aircraft, the probability is high that they are not visible to the pilot.

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CHENANGO BRIDGE AIRPORT

*GPS LOCATION N 42° 11' 23.8" W 075° 50' 21.8"
EAST - WEST RUNWAY



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