Welcome to Valley Aero Modelers

AMA Club Charter #670

Written and intended for use by the Members of Valley Aero Modelers Inc., Last Update 03/19/2017

To the new Members of Valley Aero Modelers,

We would like to welcome you to our organization. The Valley Aero Modelers are truly blessed with a membership comprised of talented and skilled modelers. We appreciate that you have chosen to become one of us. We are dedicated to the sharing of the Aeromodeling experience.

There are designers, builders, and pilots for many forms of aircraft within our club. As you experience these various facets of Aeromodeling, please make use of our knowledge by asking questions and seeking guidance. There are sure to be members within the club that have the answers you seek. Our only request in return, is that as you progress, you offer the same to others.

Our Membership is quite diverse. As individuals, we excel at the many disciplines of Aeromodeling and flight. When we bring our individual strengths together, we are a very strong organization. We look forward to your future contributions to Aeromodeling and to our club.

We'll see you at the field,
The Valley Aero Modelers

TABLE OF CONTENTS

1. A BRIEF HISTORY OF VALLEY AERO MODELERS

The club's beginnings go back to the early 40's, when friends flew free flight models on a local airport property on Ballard Road, near where the former Ray-O-Vac plant now stands. Control line models became popular as well. As the technology evolved to radio control, members began to fly models that could be controlled by the pilot on the ground. Free flight models are still flown to a lesser extent both indoors during the winter and outdoors in the summer. The current area of growth is electric powered models that emit almost no noise; which allows them to be flown at more locations, including indoor arenas and public parks. Here again the club is actively adapting to this technology with a special interest group for silent flight.

Since the beginning, the club has had members who have excelled. During the late 90s members have distinguished themselves as follows:

- Dave Beck was awarded two world records for altitude and distance using solar – electric powered models.
- Jeff Seymour developed the world's most efficient (93%) and powerful (52pounds of thrust) miniature turbine engine. Currently in use by NASA, The U.S. Air Force, Army and Navy.
- Bob Johnson won a National Championship for 3 function radio controlled gliders.
- Lee Murray earned several Wisconsin Championships for radio-controlled gliders.
- The father and son team, of Dale and Colin Hildebrandt, won several regional contests for radio controlled pylon racers.

The members of the club come from all walks of life and ages; although, the membership has a larger number of senior citizens than youngsters. They meet the second Monday of each month at 6 PM at The Bar on Nordale Street in Appleton. The club endeavors to be a positive influence in the community by:

- Training young people in model building and flying skills
- Giving talks to community groups
- Advising Scout groups on modeling activities
- Volunteering their time to the EAA during their annual convention

The Valley Aero Modelers club is a charter club of the Academy of Model Aeronautics, a national organization that insures its members and its clubs against damages to property, and the public. It provides basic safety rules, rules for flying competitions among members, and promotes the sport. In addition to several annual contests, the Valley Aero Modelers conduct a yearly Show and Auction at Monarch Gardens in early March.

The majority of power models are flown year round. Our current powered aircraft flying field (Quarry Field) is on Quarry Road, just off of Hwy O from Hwy 47, north of Appleton. Gliders are flown on Anderson Sod Farm west of Appleton during the spring, summer and fall.

2. OFFICERS

President:	Tim Miller
Vice President:	Steven Kiser
Secretary:	Mickey Prock
Treasurer:	Heath Bartel

3. MEETINGS

The club meets once per month throughout the year at the The Bar, 2435 W. Nordale Avenue, Appleton Wisconsin 54913, on the second Monday of the month at 6:00 P.M. Members are encouraged to bring models to show and discuss. It is our intention to have a club business meeting immediately followed by modeling content and discussion.

4. MEMBERSHIP

Prospective members may attend two meetings at no obligation. Before joining the club, membership is required in the AMA (Academy of Model Aeronautics). The AMA provides its members with secondary insurance coverage for property damage, bodily injury, and a monthly subscription to Model Aviation magazine.

A membership in the Valley Aero Modelers Club is an annual membership that expires on December 31st of the current year. VAM offers thee types of membership

1. $40 for one person
2. $50 for a family membership that covers those under 18 years and college students living at same address.
3. $10 junior membership for those under the age of 18.

VAM recommends that members who bring family members to the field(s) purchase AMA memberships for those members for the minimal added cost of $1. Without AMA membership, they may not be covered in the event of an accident.

5. WEBSITE

Upcoming events, club contact information, club by-laws, election notices, meeting notices, used equipment for sale or wanted to buy and other club news and resources are available via the internet. The club maintains a website at www.flyvam.com.

6. FLYING FIELD SITES

Only members of the club may fly at the club fields. An out-of-town guest of a member may fly with that member present, providing the guest pilot is a member of the AMA. A guest pilot may fly for two visits prior to joining the club. The fields are closed to non-participants during contests.

The powered aircraft flying site (Quarry Field) is located at the closed City of Appleton landfill, in Mackville, WI. It can be found on Quarry Road, just off of Hwy. O, from Hwy 47, in Mackville. The field is available for use by VAM Members, daily throughout the year. Due to our City of Appleton lease agreement, there are to be no modifications or land improvements, without specific pre-approval by Club Officials. Also, prior to holding any public events, Sue Olson (920-832-6473) or Eric Cardew (920-419-6214), from the City of Appleton must be notified 30 days in advance. Banners associated with such an event may be hung on the day of the event only, and must be removed by the end of that same day. VAM will at all times, operate the site in accordance with the signed and notarized lease with the City of Appleton. If you have questions please contact a club officer.

The sailplane flying site is located at the Anderson Sod Farm on Highway BB about 7 miles west of Appleton. At the Anderson Sod Farm sailplane site, gas power models are not permitted north of Highway BB. Do not park vehicles on the sod farm or in the entrances. No flying at either side is allowed before 9:00 A.M on any day. During fall and winter, please do not walk on the frozen grass.

The club primarily uses 2.4 Ghz radio systems and all new pilots are strongly encouraged to use this type of system.

Narrow band FM transmitters are also allowed. If you will be flying with an FM system you must use the pin box to reserve the frequency you will be using. A club-only frequency pin clip (available at each field) must be clipped to your transmitter antenna while flying. An AMA card with members name is to be placed where the numbered frequency pins have been removed at Quarry Field.

7. ACTIVITIES

Various club activities are hosted every year. Please see the event Event Calendar for upcoming events.

Volunteers are needed to help out in the following areas: Cut grass at Quarry field, assist the Contest Directors at fun fly events or contests and also to work at the Club Auction and Model Show.

8. CLUB EQUIPMENT

The club owns one riding mower, an electric generator, loud speaker system, stakes and rope, pylons for racing, frequency monitor, two complete sets of frequency flags, and other miscellaneous items. Certain members own electric winches to launch gliders which the club uses for the glider contests. There is a storage building at Quarry Field for equipment and radio frequency control. A field box with frequency pins and some minimal first aid materials are at the Anderson Sod Farm. During the summer a porta-toilet is provided at both fields.

The club also provides a clubhouse at quarry field. Please help keep the clubhouse clean and clutter free. Storage of non-club equipment and aircraft in the clubhouse is not permitted.

9. CONSTITUTION

Valley Aero Modelers, Inc.
Bylaws

Article I – Name

1. The name of the corporation shall be Valley Aero Modelers, Inc. hereafter referred to as (VAM and/or Club).
2. This is a Wisconsin non-stock non-profit organization incorporated March 26, 1962.
3. The corporation is an Academy of Model Aeronautics (AMA) charter club. Charter number 670.

Article II – Purpose

1. To promote the building, flying, instructional and competitive activities of model aircraft in the Fox Cities area.
2. To provide a safe site or sites suitable for flying radio controlled models by its members.
3. To provide technical assistance, meeting facilities and special equipment for use in Club activities.
4. To provide fellowship between club members, members of other model clubs and the surrounding community.
5. All activities of VAM shall conform to the policies and rules of the AMA and to the regulations of that organization governing model aircraft flight**.**

Article III – Membership

1. An AMA Membership in one of the following AMA membership categories is a prerequisite for VAM membership:
    - Open Adult Membership
    - Open Senior Membership
    - Extra Family Membership
    - Free Youth Membership
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    - Open Adult Membership
    - Open Senior Membership
    - Extra Family Membership
    - Free Youth Membership

AMA Park Pilot Program Membership does NOT satisfy the AMA Membership prerequisite.

3. The membership shall be divided into the following categories:
    - Full Member: Is eighteen (18) years or older, and has full privileges and voting rights.
    - Junior Member: Is younger than eighteen (18) years old, has full privileges and voting rights.

- Family Membership: Includes all flying members of the immediate family (spouse and children). Each family member must have a valid AMA membership, as defined in Article III part 2, to have full privileges and voting rights. Children maybe included in a Family Membership until their 25th birthday.

4. New members will be on probation for one (1) calendar year subsequent to their application for membership.
5. Members on probation maybe removed from membership by a two-thirds (2/3) majority vote of the membership present at the meeting. The probationary period will end after one (1) calendar year.
6. Any member receiving a safety Grievance as stated in Article 16, who is involved in non-flying violations, or who has key information of a non-flying violation and withholds it from the Board of Directors, may at the Board of Directors discretion be placed on probation for one (1) year regardless of his or her tenure in the Club.
7. Any member who allows their membership to lapse beyond March 15 shall be in arrears and shall be considered inactive if his/her dues have not been paid as provided in Article VII, Section 1. Any member in arrears shall be considered a new member when renewing their membership and will not be given preference over any other applicant should a membership waiting list be in existence.
8. Types of membership and limits on the total number of members shall be determined by the Club officers and approved by a vote of two-thirds (2/3) majority of the membership present at the meeting.

Article IV- Officers

1. The Officers of VAM shall be:
    a. A President
    b. A Vice President
    c. A Secretary
    d. A Treasurer
2. The Board of Directors: President, Vice President, Secretary, Treasurer, Safety Committee Chairperson and one Member at large**.**
3. Responsibilities: The officers are responsible for carrying out their duties as defined. Also, they are responsible to insure the Club operates in accordance with non-profit organizations per Wisconsin statutes. Additionally, Officers are responsible for insuring that all flying sites are operated in accordance with the agreements, written or oral, between VAM Inc. and the respective site owners. A copy of City of Appleton lease, of the landfill site in Mackville, can be obtained from the Club Secretary.

4. Term of Office**:** All officers of VAM shall serve for one year commencing January 1st. Officers can serve consecutive years. The election of officers shall be held annually at the December meeting. Nominations shall be made at the November meeting by the membership.

a. All elected officers of the Club shall serve for one (1) year date of election. Officers are elected by a vote of simple majority of those present at the regular meeting in the month of December. Mail-in ballots will be accepted from those members who have voting rights but cannot attend the meeting. Those ballots, returned by mail before the next meeting, will be counted as if those members were present at the meeting. New officers will take office immediately after the December meeting.
b. Nomination of Club officers shall be made at the general membership meeting during the month of November**.** Nominations for office may be made by any active Club member holding voting rights, either in person or by submitting a proxy nomination to an existing officer. All known nominations for office will be published on the club website prior to the election.
c. A secret ballot is required for elections, for removal of a Club officer, a member of the Board of Directors, and for expulsion of a member from the Club unless waved by a simple majority vote of the members present at the meeting.
d. No officer of the VAM shall concurrently hold office of another model flying club.

5. Duties:
   a. Board of Directors: the management of the affairs of the Club shall be vested in the Board of Directors who shall have the authority to establish and administer its policies. Official decisions may be made by a two-thirds (2/3) majority mail vote or by a quorum at a Board of Director meeting. A quorum shall consist of at least 50% of the current Board members.
   b. President: The President shall preside at all meetings of the Club and shall act as spokesperson in all matters pertaining to it. President is primary AMA contact person in case of questions, problems or situations.
   a. Vice-President: The Vice-President shall act for the President when he/she is unable to serve, and is to maintain an accurate record (including place of storage) of all Club assets.
   b. Secretary: The Secretary shall record minutes of each Club meeting and handle all correspondence pertaining to Club activities.
   c. Treasurer: The Treasurer shall collect all moneys due and shall keep a record of moneys received and disbursed by the Club. Treasurer is primary AMA contact for reasons of normal official club business and for verifying AMA membership.
6. Appointed Officers/Vacancies: Vacancy in any office shall be filled by a willing member receiving nomination and a simple majority vote of the members at a meeting. Term of this officer shall continue until the end of the term for which his predecessor was elected and shall not count as one term under Article IV Section 4.

Article V- Meetings

1. All regular business and enterprises conducted on behalf of the Club shall be directed by the President or a member designated by him.
2. Meetings shall be held on the second Monday of the month unless unforeseeable circumstances prevent doing so.
3. Expenditures in excess of $50, not previously authorized, require a vote of the membership at a regular meeting with a simple majority required for approval. Regular meetings shall be held at a time and place designated by the Club officers and published on the Club web site.
4. Club officers may call special meetings with no less than seven days prior written notice of a special meeting. The purpose of the special meeting shall be stated in the written notice.
5. At any Club meeting a simple majority shall be over 50 percent of the members voting at the meeting.
6. Any member or probationary member of the Club may initiate a formal request for action by the Board of Directors by submitting a written proposal to the President. The proposal shall include a written description of the nature, type, and extent of the Board action recommended. The President of the Board of Directors shall forward copies of the proposal to other members of the Board of Directors for their consideration. Either the President, or any other Board member, may have the matter placed upon the working agenda of the next Club meeting.

Article VI – Committees

1. Standing committees or individuals may be appointed by the President and may be approved by a simple majority vote of the members present at a meeting (if a vote is requested) to serve throughout the term of his tenure office. These appoints may be made with the concurrence of the appointee, and their duties shall be indicated by the name of the committee or titles as follows:
2. Safety Committee: The Safety Committee shall elect one member to serve as Chairperson. Chairperson shall be responsible for chairing the safety committee and ensuring existing rule*s* are enforced. This includes processing the grievance forms and following the existing grievance procedure documented in the by-laws. Safety Committee shall include but is not limited to The Field Safety Officer for relevant wet power, sailplane, electric and indoor flying sites and appropriate Field Marshal(s). The assigned field safety officer shall be responsible for the site regardless of the aircraft type.
3. Field Marshall: The Field Marshall shall be responsible for establishing mowing crews and mowing equipment maintenance crews. He/she is to ensure that the field is properly maintained and recommend improvement/changes.
4. Contest/Event Committee: Contest/Event Committee Chairman: The Contest/Event Committee Chairman shall be responsible for coordinating and establishing, in conjunction with all the Club's Contest Directors, a schedule

for the next contest/event season. The schedule will be decided by the Contest Directors, and approved by the members.

5. Meeting Activity Coordinator/s: The Meeting Activity Coordinator/s shall be responsible for coordinating model-related activities, immediately following the business portion of the meeting.
6. Webmaster: The Webmaster is responsible for keeping the web site functional. Webmaster will assist other members in registering at "members only", posting Club news and events and dispersing Club information to other similar clubs via Internet. Other duties include establishing links to other clubs and information of interest to the membership.
7. Training Committee: Assist members in obtaining flight instructors for type airplanes. Recommend and direct other training programs necessary for the safe participation in aeromodeling.
8. Winter Banquet Committee: Schedules the date and location for the Club's winter awards banquet. Also, obtains a speaker, selects the menu, determine who will receive each award presented annually and have the awardees name engraved on the award.
9. Show and Auction Committee: Finds location and confirms date for show and auction. Sends out flyers and other publicity as well as obtains prizes for raffle. Run all activities during event.
10. Contest Director(s): Responsible for all phases of scheduled contest/fly in. Insures all Club and AMA regulations are followed including sanctions and follow up reports.
11. There are two standing committees: The safety Committee and The Field Marshal.

Article VII – Dues and Fees

1. The Annual membership dues shall be established at a regular meeting of the Club and due March 15th.
    a. Junior member: Fifty (50) percent of full member
    b. Family member: One hundred and twenty five (125) percent of full member.
    c. Part year member: Dues shall be prorated as follows:
        i. January through July: Full dues.
        ii. August: Fifty (50) percent full dues.
        iii. September: Thirty (30) percent full dues.
        iv. October: Fifteen (15) percent full dues.
        v. November and December: Full dues for next year.
2. The annual dues to be paid to the Club shall be determined by the Club officers with the approval of a simple majority vote of the membership at a regular meeting. Dues are non-refundable, except under extraordinary circumstances, which will be determined by the Board of Directors on a case-by-case basis.
3. No special assessment shall be levied upon the Club membership, unless it is approved by a vote of two-thirds (2/3) majority of the members present at the

regular monthly meeting, and the members have been given seven (7) days prior notice along with an explanation of the assessment.

Article VIII – Audit

1. The President or his appointees will make a periodic audit of the Treasurer's books.

Article IX – Resignation, Termination, Disciplinary Action, Expulsion and Reinstatement of Membership

1. Any member in good standing may resign his/her membership by giving written notice to the Club.
2. If any member ceases to have the qualification necessary for membership in the AMA, his/her membership in the Club shall thereby terminate, subject to reinstatement upon restoration of eligibility.
3. This section provides for enforcement of the Safety Rules that are related to flying activities. Any other unacceptable behavior by an individual member or members, as defined by the Board of Directors, become the responsibility of the Board of Directors as stated in Article 1, Duties, Section 1 of these Bylaws. Any individual may be expelled from membership from the Club by two-thirds (2/3) Majority vote of the Board of Directors if, in the Board of Directors determination, such individual willfully commits any act or omission which is a violation of any of the terms of these Articles of Incorporation and Bylaws, or the Rules or the AMA, or which is detrimental to the Club, the AMA, or to model aviation.
4. Any member who is expelled from membership may be reinstated to membership only by two-thirds (2/3) majority vote of the Board of Directors.
5. The Board of Directors shall have the discretionary authority to provide for and to impose disciplinary action for such acts or omissions, which do not justify expulsion from membership.

Article X – Amendments

1. Amendments may be made to the Constitution and these bylaws at any general meeting of the Club membership, provided the members shall have been notified in advance of the meeting that the amendments are to be considered. Copies of the proposed amendments shall be provided as part of the notification. Amendments shall be approved by no less than two-thirds majority vote of the members present, at the regular monthly meeting. Mail-in ballots will be accepted from those members who have voting rights but cannot attend the meeting. Those ballots, returned by mail before the next meeting, will be counted as if those members were present at the meeting.

Article XI – Special Funds

1. The Treasurer of the Club is authorized to receive contributions of specially offered funds or items from any individual(s) or institution(s) and funds raised through Club projects and events to be applied to the operating expenses of the Club.

2. The President will have discretionary spending up to $50.00 without requiring Club approval.

Article XII – Duration

1. The duration of this Club shall be perpetual.

Article XIII – Dissolution

1. Should the Club become inactive for two (2) Consecutive Years, the Corporation may be dissolved with approval of two-thirds (2/3) majority vote of the total membership.
2. Upon dissolution of the Corporation, the Board shall, after paying or making provision for the payment of all of the liabilities of the Corporation, dispose of all the assets of the Corporation exclusively for the purposes of the Corporation in such manner, to the Academy of Model Aeronautics, Inc., or to such other organization or organizations organized and operated exclusively for charitable, educational, religious or scientific purposes as shall at the time qualify as an exempt organization or organizations under Section 5019 (c) (3) of the International Revenue Code of 1986, as amended, or to such other organization with purposes similar to the purposes of this Corporation, as the Board shall determine. Any of such assets not so disposed of shall be disposed of by the Court of Common Pleas (or similar court) of the county in which the principal office of this Corporation is then located, exclusively for such purposes and to such origination or organizations, as said court shall determine, which are organized and operated exclusively for such purposes.

Article XIV – Incorporation

1. The incorporation of this membership shall be a minimum of three (3) of the four (4) elected officers.

Article XV – Logo

1. The official Club logo shall be.

Article XVI – Grievance Procedure (Flight and Ground Safety Rules)

1. Purpose: The grievance procedure provides a mechanism to enforce existing safety rules by providing a progressive disciplinary system when needed. Although most complaints can be resolved informally, if a complaint is serious or cannot be resolved informally, the matter should be referred to the Safety Committee for its consideration by means of a Grievance Form to be filled out and turned into the Safety Committee Chairman. At least one witness is required to sign the Grievance Form.
2. Safety Committee: The Safety Committee shall use its judgement in carrying out action on the following:
    A. A grievance form (on the following page) will be filled out and turned into the Safety Committee Chairman. At least one witness is required.
    B. First Violation
        a. Viewpoints of both complainants and accused will be considered.
        b. Complainant's name will be disclosed.
        c. If the violation is found to be valid, a verbal reprimand will be given to the accused by the Safety Committee. This will be recorded in the Committee files.
    C. Second Violation
        a. Complainant's name will be disclosed.
        b. The accused has the right to a written rebuttal, to be reviewed by the Committee.
        c. If the Committee so decides, the flying privileges of the accused will be suspended for thirty (30) days. Written notice of this shall be issued and a copy published on the Club website.
    D. Third Violation
        a. Committee will notify the accused in writing and the Club members via the Club website that the Club will vote on the expulsion of the accused at the next meeting.
        b. Said expulsion will last for one-year minimum. (Longer if deemed necessary by the Board of Directors).
        c. A member may be expelled from the Club only upon a two-thirds (2/3) majority vote of the membership present at the meeting.
        d. Voting will be by secret ballot at a regular monthly meeting.
        e. The expelled member may reapply for membership after the expiration of the expulsion time period.
    E. The three actions will not be enforced unless they are accumulated within a two-year period of time.
    F. Any member receiving a Grievance, who directs any retaliation action against the person filing said Grievance, will be subject to immediate

expulsion from the Club. This is to include threats, intimidation, physical harm, intentional equipment damage, or any other action to be retaliatory by the Board of Directors.

Article XVII – Safety

1. A meeting of pilots shall be mandatory at all contests and sanctioned events.
2. Safety rules as set forth by the AMA and the Introduction to VAM radio control model airplane flying document shall be adhered to at all Club activities, same as if contained here in.

Valley Aero Modelers Inc., Grievance Form

Date: _____ **Time:** _____

Nature of Violation:

_____

_____

_____

_____

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_____

_____

_____

Signature: _____

Witness: _____

Additional Witnesses (not required):

_____

_____

_____

10. SELECTION OF FLYING EQUIPMENT

When selecting your first model aircraft, there are quite a few decisions to be made. The first of which is, will you first fly a powered airplane, helicopter, or a glider. There are numerous similarities between the three flight disciplines, but many more differences. When choosing a first glider, heli, or powered plane, consider this. There are basically four different ways to acquire a flyable aircraft.

The first is to purchase a kit and build your own aircraft. There are many kits of very good quality available to purchase today. Many more kits become available each year. Valley Aero Modelers recommends that you contact an Instructor or any experienced pilot to help you choose an aircraft. There are also tools to be purchased including glues, cutting and shaping tools, and finishing tools. An experienced pilot can help you here as well. To many modelers, the discipline of building an aircraft is what brings them to our hobby. It is, at times, an art all unto its own. Building the aircraft makes you quite in tune with every part and how it works, this if nothing else makes building your first aircraft a worthwhile experience.

The second way is to purchase a kit and pay an experienced builder to do the work for you. This eliminates the need for your own tools, but does increase the price of your first aircraft drastically. Please remember you, as the Pilot, will be responsible for the safety of the aircraft. Before asking a builder to do the work, it may be a good idea to get a few references and do some checking. Not all builders are as skilled as they would lead you to believe.

The third way is to purchase an aircraft known as an ARF (Almost Ready to Fly) or a RTF (Ready To Fly). An ARF has most of the work done just as if the aircraft had been professionally built for you. Generally there are a few steps of assembly remaining including installation of radio gear and an engine. Many ARFs can be assembled in two or three evenings. An RTF airplane will generally have the radio and engine installed, requiring only a very few steps of assembly to complete. Many RTFs can be finished in as little as 6 to 8 hours.

The last way is to purchase a used aircraft from another modeler. Although this may be the most cost effective way, please be aware that these aircraft are used and sometimes even damaged when sold. Please use a great deal of caution when buying a used aircraft until you are quite comfortable with their construction and what areas of the aircraft are of great importance. An experienced pilot can be of great help with this.

Most helicopters are now ARF, but kits can be found and offer some savings.

After the aircraft is chosen, there are other considerations. What engine to use, if any, and what kind of radio gear to use. Many Instructors have a favorite in these areas. The number one concern here is reliability. For an aircraft to fly, the components must work properly. As with aircraft, the number of engines and radio choices increases each year. Please seek the help of an Instructor or experienced Pilot.

Beyond that, you will need field gear. All Pilots have different opinions of what is really necessary here. You may need some or all of the following: a field box to carry items, fuel (gasoline or glow) for powered aircraft, a fuel pump, an electric starter or chicken stick, various hand tools, and an extra propeller or two. For a glider, it may be necessary to have your own launch material. A Hi Start is most common. This is basically a large rubber tubing used like a rubber band to "slingshot" the glider to altitude.

Sunglasses and hat are strongly recommended while visiting the flying sites. During the summer months, it becomes necessary for a dedicated Pilot to also carry sunscreen.

By all means talk to an experienced club member before you spend your money on something that may be useless. Feel free to ask questions of members as you will always find help. There are discussion forums at our website, www.flyvam.com.

11. PRE-FLIGHT PREPARATION

When you have completed your model and are convinced it is ready to fly, contact your flight Instructor. No matter how many years you have built models or even if you have soloed full-scale aircraft, you will need help in learning to fly RC. The likelihood of learning by your-self is very slim. It is better to have flight instruction rather than crash.

Arrange to go to your Instructor's home or to some other experienced modeler's home some evening before the first flight. We have seen many new planes come out to the field with the controls hooked up in reverse, warped surfaces, loose hinges, etc. Your Instructor will help you correct the deficiencies.

You should decide along with your Instructor whether you will start out on three channels (rudder, elevator, and engine) or four channels (rudder, elevator, aileron, and engine). Three-channel is easier for a beginner later you can convert to four-channel. The club instructors expect to be called by new members and expect to offer their services free of charge.

One final recommendation is to attempt to have the same Instructor throughout your training as you will have better continuity.

12. FLIGHT INSTRUCTION OVERVIEW

SPECIAL NOTE: To promote the hobby and membership, the members can offer to fly a prospective member's aircraft just once as an introduction. The aircraft must pass inspection (see Section XVI). Only a club member can fly it, which they do under their own responsibility.

To expedite the fledgling flier through the learning process to the point where he /she can safely fly an aircraft on their own, the club has compiled a list of flight Instructors, all of whom are very competent builders and fliers. The Training Chairman (noted with a *) has the list, which is subject to change.

The training curriculum is comprised of pre-flighting the aircraft, use of the frequency pins, pit safety and courtesy, proper flying stance, flight boundaries and traffic patterns, proper control applications, use of a dual control buddy system (if available), and trimming the aircraft in flight under different power settings.

The first maneuver is the figure eight pattern. The student will be taught to perform the figure eight so that he/she can maintain a constant altitude and keep the figure eight in the same location under varying wind conditions. The student will start out by making Turn 1 to the left and Turn 2 to the right. This is easier because the student is making all turns away from him/her. When the student can do this to the instructor's satisfaction, the student will be asked to reverse the figure eight; i.e., Turn 1 to the right and Turn 2 to the left. The student will be ready to advance to the next maneuver when he/she can maintain a constant altitude throughout the maneuver, maintain equal radius turns both right and left, and the cross of the figure eight is constantly directly in front of the pilot. At some point during practice the instructor might introduce some confidence maneuvers such as the loop, barrel roll, and stall and recovery.

The next maneuver is the rectangular pattern. The purpose of this maneuver is to get the student ready for take-offs and landings, teach straight and level flight, control ground track by crabbing, slow flight, glides, and go-around procedures. When the student can do the rectangular pattern in both directions while maintaining good ground track, constant altitude, make smooth turns, and maintain constant air speed in glides and gliding turns, the student is ready for take-offs and landings and, eventually, the first solo. This completes Phase I.

As the student becomes more proficient he/she may progress to our testing program for Advanced Phase II and Expert Phase III which includes the award of a certificate at the annual banquet.

13. SAFETY

Due to the fact that Valley Aero Modelers maintains two separate Flying Fields that are intended for different types of aircraft, the club enforces not only the AMA Safety Code, but a set of rules specific to each Flying Field.

RULES SPECIFIC TO QUARRY FIELD

Please be respectful of the land and all of our neighbors.

1. All Pilots and Guest Pilots must be prepared to show a current AMA membership card to fly. VAM members should also have their VAM Club ID with them.
2. A current VAM member must accompany any Guest Pilot.
3. A Guest Pilot may visit the Flying Field, and fly for the day, as our guest. Before the third visit, Valley Aero Modelers will require a membership.
4. Take-offs and landings must be executed in a direction parallel to the flight line. Hand launches must be executed in a direction away from the flight line, pilot stations, pits, spectator areas, and parking areas. The launch must originate from beyond half the width of the runway and not from directly in front of the pilot stations.
5. All Pilots must clearly announce their intention to take off (including hand launches), land, or in the event of an emergency, or dead-stick.
6. Aircraft set-up (fueling and/or engine run-up and tuning) should be performed in the pits. The pit area is located about a third of the way from the road towards the pilot stations. Please do not perform your set up at the Flight Line.
7. Only the Pilot in control, an Instructor, Trainee, or a Spotter will be allowed at a flight station. No visitors are allowed at any flight station unless invited by the pilot, and functioning as a Spotter.
8. When flying FM radios, frequency control pins and the radio impound must be used any time <u>any</u> pilot is flying, or preparing to fly.
9. The approved “Flight Box” (over-flight area) is described on the diagram posted on the frequency control board. The diagram is also located on the inside back cover of this book for reference.
10. The first VAM Member to the field may unlock the gate, via the combination lock. The last VAM Member leaving must lock the gate, even if leaving a City of Appleton Employee on site. No guests may be left on the property without escort, and only City of Appleton Employees may be left on the property after locking the gate.
11. If you must smoke on the flying field, you may not extinguish your cigarette butt on the ground, but put it in a container and remove it from the flying field when you leave. Fires are easy to start in a dry season and can be expensive to extinguish.
12. For the safety of our members and visitors, VAM reserves the right to flight check any pilot flying at this site.
13. During winter months, when snow is present, the main gate must remain locked at all times to avoid snowmobiles entering the land.
14. The neighboring rock quarry is active, and blasts occasionally. Blasting will be preceded by the sound of a siren three times. By the third sound, all aircraft must be down, and all radios turned off (including 2 way radios, walkie-talkies, etc). After the blast, an “all clear” siren will sound indicating that it is safe to resume radio transmission.

15. Upon opening, and before entering, any structure (including the Porta-Potty), wait 30 seconds or more, for possible methane vapors to dissipate.
16. Tent stakes may be used, but limited to 8 inches in length.
17. The speed limit for all vehicles is 15 mph. At all times, all vehicles must remain on the gravel covered surface.
18. Should there be any problems with the lock, site, or any accidents involving City of Appleton property, we should immediately contact a club officer. If you are unable to reach a club officer you may contact site foreman on their cell phone. Site contact is Erick Cardew 920-419-6214. In an emergency, contact Sue Olson 920-832-6473 or Dept of Public Works 920-832-5580. After hours emergency call Appleton Police.
19. Smoking is allowed provided the following rules are followed:
    - Do not extinguish your cigarette butt on the ground
    - Put cigarette butt it in a container and remove it from the flying field when you leave.
    - No smoking within 10 feet of any open fuel container or fueled aircraft.

Any Pilot who witnesses a violation of any AMA or VAM Safety Rule whether accidental or intentional, are encouraged to remind the offender of the infraction. Any pilot who ignores such a reminder may be reported to the Safety Officer, Field Marshall, or any other VAM officer for disciplinary action.

RULES SPECIFIC TO THE ANDERSON'S FLYING FIELD

Please remember that we are flying on a crop owned by the Anderson family. We are allowed to fly here as guests on their property. Please be respectful of the land and all of our neighbors.

1. All Pilots and Guest Pilots must be prepared to show a current AMA membership card to fly. VAM members should also have their Club ID with them.
2. Any Guest Pilot must be accompanied by a current VAM member.
3. A Guest Pilot may visit the Flying Field, and fly for the day, as our guest. Before the third visit, Valley Aero Modelers will require a membership.
4. Frequency control pins must be use at all times when operating a transmitter.
5. There will be absolutely no wet power flying north of Hwy. BB.
6. Wet power fliers in the presence of gliders using winch or highstart launching equipment must establish a flight line, which will not interfere with the launching of unpowered models into the wind. An agreement should be reached immediately when both kinds of models are being used to avoid using the same airspace for slow moving (gliders and many slow electric powered models) and higher speed aircraft.
7. No wet power flying before 9 a.m. on any day.
8. All trash you create, including broken airplane parts must be removed from the sod farm when you leave. Being proactive on removing other incidental trash is recommended.
9. Relocation and deployment of winch lines will only be done on active winches.
10. Winch launches must not be initiated with anyone within 10 yards of a winch line or within the probable arch of a stalled model on the line

11. Metal stakes must be painted or marked in bright orange or yellow to facilitate their removal from the sod farm.
12. Wet power takeoff and landing must be executed parallel to the established flight line.
13. Hand launches must be directed away from the flight line, pits, parking, and spectator areas. An exception would be when there is a south wind in which case a safety zone of 200 yards between cars and the launch area is required.
14. Anderson Sod Farm is officially open between April 15 and November 15. It may not be used when there is frost on the grass. Walking on the frozen grass can kill the grass wherever you step.
15. Park only on the south side of Winnegamie Drive (BB) and do not block access to the sod farm during business hours
16. Never fly an aircraft over sod farm workers, or any other unprotected person.
17. The proper location for setting up a winch and a landing area will depend on wind direction and the proximity to any new or young grass that could be damaged by foot traffic. Expect that you will land short or long by 100 feet and do not target landing within 100 feet of a field you should not walk on.
18. When asked to do so or when you see you are going to be in the way of a farming operation, move your base of operation to accommodate the cutting or harvesting of grass.
19. If, despite your best efforts, your model lands on a new seeding of grass, you must take the route to your model that will minimize the distance you must walk on the new seeding.
20. If you must smoke on the flying field, you may not extinguish your cigarette butt on the ground, but put it in a container and remove it from the flying field when you leave. Fires are easy to start in a dry season and can be expensive to extinguish.

Pilots who witness an accidental, or otherwise, violation of AMA or VAM safety rules are encouraged to remind the pilot in error of the rule. Any pilot not accepting of the reminder may be reported to the Safety Officer, Field Marshall, or any Board Member of VAM for disciplinary action.

14. ETIQUETTE

Like other sports, certain courtesies should be remembered which make it nice for everyone. Some of these are:

1. We are tenants on Private and Government Property. Please be considerate of the land and surrounding neighbors. Be mindful of the Flying Zone. Clean up all of your trash before leaving. Please also, look over the flying area and remove any trash you find, in addition to your own.
2. We use a frequency control system to enhance safety at this field. Please be courteous of other pilots who may need to share your frequency. After landing, check to see if anyone is waiting for the frequency pin you have been using. Please do not fly consecutive flights while others may be waiting. Sailplane Pilots please see #9.

3. As you arrive at the field to fly, please inspect the condition of the field. Does the grass need to be cut? (Quarry Field ONLY!) Are the Pilot Station Safety Barriers in place? (Quarry Field ONLY!) Is the windsock in place? Does the Frequency Control Board need to be opened? Please correct any of these issues before flying. This is important, even if you are the only pilot at the field.
4. There are at times young children present at the field. At all times, we are guests here. Please do not use profanity or suggestive language at any time.
5. If you are a Member of VAM, you are also our Ambassador. As you see Visitors arrive at the field, give them a bit of an airshow. Also, please introduce yourself to them, and answer any questions they may have. They may be looking for a club to join. Be sure to let them know about Quarry Field as well as the Anderson Field, as they may be enthusiasts of either mode of flight.
6. In the sad event of a crash, please stop flying and assist the Pilot with recovering all wreckage. Leaving even a small piece of wreckage behind is not acceptable. Please do not make the Pilot take the "Long Walk" alone. Sailplane Pilots see #10.
7. We do make use of a very informal "Borrow and Loan" system between Members. Please help out as possible. Do not expect to "Borrow" if you are not willing to "Loan".
8. For sailplane pilots, the primary motivation of flying is to find a strong thermal and remain aloft for an extended period of time. When a Pilot is fortunate (or skilled) enough to do so, it is a common courtesy to not exceed a 15 minute flight without offering to land for the sake of another Pilot who may be waiting for the frequency pin. In addition to this courtesy, please do not ask for additional time from a waiting Pilot more than once in a day.
9. Also, for a sailplane Pilot, it may not be advisable, or even possible, to rapidly descend and land to assist with the recovery of a crashed aircraft. If it is possible and safe to do so, then please assist. If aloft in a strong thermal, then please do not risk damaging your aircraft by descending rapidly to assist the other Pilot. Please convey your condolences at a more opportune time.
10. If a pilot is aware of a conflict of airspace or landing area, the normal FAI rules will apply. This mandates that the slowest or least powerful aircraft will have the right of way. Right of way would normally be given in the following order: sailplanes, electric powered planes, wet fuel planes, pattern planes, speed or racing planes.

15. WAIVER OF LIABILITY

Valley Aero Modelers Waiver of Liability

I am aware that operating a radio-controlled model may present a hazard to participants and spectators. By filling out this form I exempt, waive, and relieve the "Valley Aero Modelers, Inc – AMA Charter Club 670", club officers, club members, field site owners and site operators of any current and/or future liability from personal injury, property damage, or wrongful death.

16. FLIGHT TRAINING PROGRAM

1. Ground School

   a. Ground School will be held at the beginning of the flying season. It is generally scheduled for early in the month of May. Additional Ground Schools may be scheduled, if the Training Committee sees it as necessary.

   b. Topics:

      (1) Basic aerodynamics and model set-up.

      (2) Covering and building techniques.

      (3) Engines.

      (4) Radios.

      (5) Field procedures and safety.

      (6) Special topics.

2. Power Plane Solo Requirements

   a. Take off - Straight run on runway, rotation mild climb to safe altitude (approximately 100 feet); exception - hand launch.

   b. Circles, rectangles and figure eights will be done reasonably symmetrical with a minimum loss of altitude.

   c. Landing pattern - Student will be instructed on right and left hand approaches.

3. Power Plane Advanced Requirements

   a. Take off – The same as Phase I. All maneuvers will be done upwind unless specified downwind.

   b. Loop - Establish heading straight and level; execute loop, keeping it symmetrical; loop does not have to stop at entry altitude.

   c. Stall turn - Execute climb on an 80o-90o angle, tail of aircraft should swing around at top; do not let the nose of model drift.

   d. Roll - Downwind, establish slight climbing heading, roll left or right with minimum loss of altitude.

e. Split S - Establish straight and level heading, 1/2 roll model, and then pull full up elevator. Keep model from drifting right or left on down side of maneuver.
f. Immelmann turn - Straight heading, pull half loop at the top, roll model upright. Keep model from drifting right or left throughout maneuver
g. Landing - Establish landing pattern same as Phase I. Landing will be narrowed to 100 foot wide runway with flair landing.

4. Power Plane Expert Requirements

a. Take off precision - Straight take off on a 25 foot runway, safe climb to altitude.

b. Outside loop - Start from safe altitude, push nose of the aircraft down and through outside loop. Keep aircraft tracking straight throughout the maneuver.

c. Three turn spin - Slow model, start spin left or right. A snap roll entry into spin is not acceptable; 1/2 overturn is acceptable. However, pilot must correct model to original course heading.

d. Two point roll - Establish heading, roll model inverted and hold for 2 seconds, then follow through roll to up right position.

e. Cuban 8 - Pull up to an inside loop, at 45° inverted do a half roll followed by an opposite inside loop, at 45° inverted do a half roll, resume level flight. Should look like a figure eight horizontal on a billboard.

f. Precision landing - While completing a standard AMA landing pattern, pilot must show full use of elevator trim to control proper glide rate. When model is on final approach, it will not deviate from straight course. Model must come to a full stall landing in a 25 foot x 300 foot runway.

5. Supplementary Requirements

a. All maneuvers are standard AMA.

b. Upon testing, a pilot will have two attempts at any maneuver except for take off and landing.

c. Landing or take off (exception) - If a take off or landing is aborted (pilot must call), this is considered good judgment and will not be counted as a second attempt. This exception will be granted at the discretion of the testing Instructor.

d. When you feel you are ready to be tested for one or any of the phases, one instructor and one other pilot/observer of equal rank to the phase being tested for will observe your flight and certify compliance.

e. For solo a certificate is awarded at our annual dinner banquet. For advanced and expert, additional certificates are awarded.

Sailplane Pilots

1. Sailplane Solo Requirements

   a. The model must be launched by the novice flyer using a normal highstart. The launch and release must be without incident.

   b. The flyer is required to make two symmetrical figure eight patterns - all performed upwind of the pilot. A landing must be performed within 150 paces of the pilot in a proper landing area.

   c. Two flights meeting the above criteria are required.

2. Sailplane Advanced Requirements

   a. Two 10 minute flights are required from a winch or high start launch.

   b. Five landings are required within a distance of 10 feet from a spot. The landings are to be upright and without shed parts. League of Silent Flight (LSF) Level II records will be accepted.

3. Sailplane Expert Requirements

   a. The requirements for Expert are those for LSF Level III.

   b. For Sailplane Solo certificate is awarded at our annual dinner banquet. For Advanced and Expert additional certificates are awarded.

NOTE: LFS forms are acquired through the address below:

LEAGUE of SILENT FLIGHT
c/o AMA
PO Box 3028,
Muncie, IN 47302-1028

There are no dues but a small communication charge is required.

Helicopters:

Flying a model helicopter is much different from flying any other type of model aircraft. Due to the complexity of radio set up, it also is very difficult to use a "buddy box" system as with fixed wing aircraft. To become a competent and safe Helicopter Pilot a student must be able to accomplish the following:

1. Helicopter Solo Requirements

    a. Assemble and pre-flight the heli.

    b. Basic radio set up and programming.

    c. Engine tuning by ear or via a digital thermometer device

    d. Set the head speed by ear or with a tachometer.

    e. Start the heli safely.

    f. From a safe flying distance, bring rotors up to hovering speed.

    g. Safely lift the heli straight up into a stable hover.

    h. Hover the heli for an extended period of time regardless of wind direction

2. Helicopter Advanced Requirements

    a. Smoothly move the heli in all directions while maintaining control.

    b. Return to a stable hover at any time.

    c. Maintain a stable hover with the nose pointed in any direction.

    d. From a stable hover, land the heli while maintaining control.

    e. Perform an autorotation safely.

    f. Basic heli aerobatics (pirouettes, stall turns, loops, and flips)

3. Helicopter Expert Requirement

    a. Inverted flight

    b. Backwards flight

    c. Complex heli aerobatics (tumbles, backwards loops, and 3D)

d. Inverted autorotation

Flying a model helicopter is perhaps the most difficult of the model aircraft disciplines. It takes time to learn the various controls and maneuvers. Patience and good judgement are paramount to success. We recommend the use of a quality simulator for as much practicing as possible. When flying an actual model helicopter, there is no "Restart" button. In the long run, a good simulator will save you perhaps hundreds of dollars in repairs.

A RULE SPECIFIC TO HELICOPTER PILOTS:

1. When flying a model helicopter, at either field, it is the responsibility of the Helicopter Pilot to establish, with the other pilots present, where the helicopter lift-off, hovering, and landing area will be. If the helicopter is to be flown in the flight pattern with fixed wing aircraft (NOT GENERALLY RECOMMENDED), it is the responsibility of the helicopter pilot to maintain adequate speed and the proper pattern.

17. AMA SAFETY CODE

Academy of Model Aeronautics National Model Aircraft Safety Code
Effective January 1, 2014

A.GENERAL:

A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. 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 any additional rules specific to the flying site.

1.Model aircraft will not be flown:

(a) In a careless or reckless manner.

(b) At a location where model aircraft activities are prohibited.

2.Model aircraft pilots will:

(a) Yield the right of way to all human-carrying aircraft.

(b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)

(c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the ai rport operator.

(d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.

(e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (
AMA Document 520-A.)

(f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outs
ide of the model aircraft. (This
does not apply to model aircraft flown indoors.)

(g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provision
s of AMA Document #555.

(h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pi lot's ability to safely control the
model.

(i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or d rops any object that creates a
hazard to persons or property.

Exceptions:

- Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
- Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flig
ht. Model rockets may
be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
- Officially designated AMA Air Show Teams (AST) are authorized to
use devices and practices as defined within the Team AMA Progr
am Document.
(AMA Document #718.)

(j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)

3.
Model aircraft will not be flown in AMA sanctioned
events, air shows or model demonstrations unless:

(a)
The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.

(b) An inexperienced pilot is assisted by an experienced pilot.

4.
When and where required by rule, helmets must be properly worn

and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE app
roved or comply
with comparable standards.
B.
RADIO CONTROL (RC)
1.
All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2.
A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the
first flight of a new or
repaired model aircraft.
3.
At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
(a)
Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
(b)
At air shows or demonstrations, a straight safety line must be established.
(c)
An area away from the safety line must be maintained for spectators.
(d)
Intentional flying behind the safety line is prohibited.
4.
RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only
individuals properly
licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5.
RC model aircraft will not knowingly
operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
6.
With the exception of events flown under official AMA Compet
ition Regulations, excluding takeoff and landing, no powered model
may be flown outdoors
closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
7.
Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, exc ept to divert it from striking an
individual.
8.
RC night flying requires a lighting system providing the pilot with
a clear view of the model's attitude and orientation at all
times. Hand-held illumination
systems are inadequate for night flying operations.
9.
The pilot of an RC model aircraft shall:
(a)
Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses presc ribed for the pilot.
(b)
Fly using the assistance of a camera or First-Person View (F
PV) only in accordance with the procedures outlined in AMA Document
#550.
(c)
Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #
560.

C.
FREE FLIGHT
1.
Must be at least 100 feet downwind of spectators and
automobile parking when the model aircraft is launched.
2.
Launch area must be clear of all individuals except mechanics, officials, and other fliers.
3.
An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.
D.
CONTROL LINE
1.
The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to fly
ing.
2.
The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
3.
Model aircraft not fitting a specific category shall use thos
e pull-test requirements as indicated for Control Line Precisio
n Aerobatics.
4.
The flying area must be clear of all utility wires or poles
and a model aircraft will not be flown closer than 50 feet to a
ny above-ground electric utility lines.
5.
The flying area must be clear of all nonessential participants and spectators before the engine is started.

There is a strict over-flight area in effect while flying at Quarry Field.

All flying should be done in line with the main runway and to the east. At no time should flying take place west of the main runway unless flying a helicopter, 3-D or park flyer that is sometimes permitted in the area designated on the map as Hover area. No flying should extend into the areas marked in red as those lines represent the no-fly boundaries in agreement between VAM and the City of Appleton.