

Boulder Model Airport Field Operation and Safety Rules

The Boulder Aeromodeling Society (BAS) is under agreement with the City of Boulder through the Division of Parks and Recreation to use and maintain the Boulder Model Airport facility. Any Qualified model pilot may use this facility; however the pilot must fly according to the AMA Safety Code and the BAS Field Safety Operations Rules.

NOTE: Everyone that uses this field is encouraged to become a member of BAS. The field is maintained solely through member dues and support and would not exist with cooperation between BAS, the City of Boulder, and the Division of Parks and Recreation.

General Field Rules

This set of rules is designed to enhance the enjoyment of the sport by providing guidelines to protect the safety of members, visitors, and the flying site.

1. Hours of operation are from 9:00 a.m. until dusk on Monday through Saturday and 10:00 a.m. until dusk on Sunday. These hours of operation are incorporated in the agreement with the City of Boulder.
2. All flyers must have a current Academy of Model Aeronautics (AMA) card in their possession and must fly according to the AMA safety code.
3. All AMA safety regulations must be observed.
4. Designated flying areas have been established for both fixed wing aircraft and helicopters. All pilots must fly in the appropriate air space for their type of aircraft.
5. All models must be equipped with a muffler which controls noise levels to, or below, 97 DBA at 3 meters from the aircraft.
6. Dogs, or animals, must be on a leash and are not permitted in the flight areas or East of the shelter fence.
7. No parking is permitted in the designated Handicap areas unless a valid Handicap Permit is displayed on the vehicle. The Boulder City Park Rangers are authorized to issue tickets to violators.
8. The last person leaving the field must ensure that the parking lot gate is closed and locked
9. The City Manager may prohibit any person who has refused to show proof of AMA insurance from operating a model aircraft from the Boulder Model Airport.

Boulder Model Airport Flying Rules

1. Inexperienced fliers must be accompanied by an instructor with a current AMA card and able to maintain complete control of the aircraft at all times. BAS Instructors are not responsible for damage to a student aircraft.
2. Each transmitter must display accepted 72 MHz Aircraft frequency identification and shall meet 1991 AMA and FCC narrow band specifications.
3. No transmitter shall be turned on until the pilot's AMA card has been attached to the appropriate channel on the frequency board. **Note:** It is the pilots' responsibility to not only pin up their own frequency, but to also inspect all other transmitters on their channel to ensure they are in the "OFF" position.
4. The maximum time to use a frequency is fifteen minutes if there are other flyers on the same channel.
5. All transmitters are to be kept on the impound board until the pilots' AMA card is pinned to the appropriate channel on the frequency board.
6. All aircraft will be flown so they will conform to designated flight areas as posted. When helicopters are flying, all fixed-wing pilots are to avoid flying into the designated helicopter flying area.
7. Taxiing in the pit area is prohibited. Planes are to be carried to the designated taxi strip or to the runway. There is to be no helicopter taxiing. Helicopters must be carried out to the helicopter flight area.
8. All flying shall be done from a designated flight station; exceptions are for take-offs only.
9. When there are both helicopter and fixed wing aircraft at the field the fixed wing aircraft shall be flown east of the east edge of the north/south runway.
10. It is the pilots' responsibility to check for aircraft traffic and to communicate in a "LOUD VOICE" to all other active pilots of your intention to land, take off, or use the east/west crosswind runway.
11. Landing aircraft have the runway priority but must yield priority for dead stick or emergency landings. All other pilots with flights in progress or preparing to take-off must be notified of landing intentions or dead stick emergencies.
12. When retrieving a model, the pilot shall communicate in a "LOUD VOICE" his intentions of being on, or crossing, the runway.
13. Reckless or unsafe flying will not be tolerated. All fliers are required to operate their aircraft in a safe manner at all time.
14. Flying over the pits, parking lot, shelter or spectator area is strictly prohibited.

15. High-speed low passes over or across the runway are prohibited.
16. Flying over private property or within 300 feet of a residence is prohibited.

Pylon Course Flying

Tuesday evenings at the field are set aside for pylon course flying and the field will need to be shared with the pylon flyers.

1. The South pit setup area will be reserved for pylon fliers. A sign will be posted and the South pit area will be roped off at the gate south of the frequency board.
2. The pylon course is to maintain a 300 foot distance to pole #3 from the pit setup entrance.
3. All 428 class airplanes must take off either East or South with the first turn away from the shelter and away from the parallel road.
4. If the plane is not under complete control the pilot must cut the throttle and immediately land.
5. While pylon planes are on the course all other fliers and spectators should be behind the North half of the fence separating the pit area from the shelter.
6. The field will be available for open flying while the pylon fliers are taking a break.
7. Open communication and courtesy between the pylon fliers and other fliers at the field is expected in order to maintain a safe environment.
8. All other airport field and flying rules apply.

Helicopter Rules

Helicopter rules are established to prevent conflicts between hovering and tight maneuvering helicopters and fixed wing aircraft by providing a separate helicopter air space to ensure that neither type of aircraft endangers the pilots, spectators, or their equipment.

1. When there are both helicopter and fixed wing aircraft at the field helicopter flight (except hovering practice) will be either north of the shelter and pits or south of the east-west runway.
2. With the exception of takeoff and landing, the helicopter will always be flown at a horizontal distance of at least 50 feet from the pilot stations, pit area, shelter and parking lot.
3. Helicopter pilots will not block the runway in use for extended periods by hovering or adjusting the helicopter. Extended hovering and adjustment will be done over the west end of the east-west crosswind runway.

4. In no event will any helicopter hover, fly, take off or land in the pit or taxi area.
5. Dead stick or emergency landings have the priority on either runway. All other pilots with flights in progress or preparing to take-off must be notified of landing intentions or dead stick emergencies.
6. All other airport field and flying rules apply.

Sailplane Rules

1. Sailplanes shall be launched and flown in the southwest quadrant of the field.
2. Sailplane pilots shall claim a frequency channel and attach a card to the frequency pin with the words "FLYING SAILPLANES". The maximum time to use the frequency is fifteen minutes if there are other flyers on the same channel.
3. If a winch or high-start is used it shall be placed in such a way so that the towline will not cross or fall onto the runway.
4. When launching a sailplane the pilot must make certain that no powered aircraft are in or approaching the landing area.
5. All other airport field and flying rules apply.