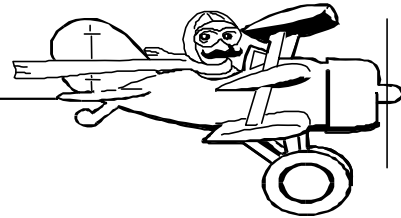


FIELD RULES



- All Fliers must have a current AMA license and observe the AMA safety code.
- A maximum of 4 aircraft in the air at one time. NOTE: pilots may stay in the air only 15 minutes if someone is on their frequency waiting to fly.
- Only 1 person is allowed at each flight station during a flight, with the exceptions of a spotter, flight training or requested assistance.
- Drive slowly and only on the road. Do not drive through the fields. Park only on the graveled parking lot.
- If any flier is challenged, be it for noise or unsafe flying, by a club member, the flier is required to stop flying. A meeting can be set up with the Field/Safety Committee at a later date to settle the dispute/challenge.
- There will be no powered flight before 9 AM on weekdays, or 12 Noon on Sundays.
- No flying after sunset – all members must leave the property at sunset or 9PM, whichever is first.
- No flying over pit, spectator, parking area, or south of road.
- No aircraft flight is permitted more than 300ft west or 700ft north of mid-field center lines.
- The pilot of any aircraft venturing beyond this control zone is required to throttle back his engine before his aircraft wanders out of sight.
- Aircraft are not to exceed 400ft altitude.
- Do not ever fly alone. An observer must be present to watch for full scale aircrafts “right of way”.
- Beginners must qualify with an experienced instructor before attempting to solo.
- Non 2.4ghz transmitters must display frequency flag of proper color on antenna and channel numbers on antenna.
- Pilots will range check and inspect their equipment prior to the first flight of the day.
- Aircraft will be started in the pit area in front of the spectators and behind the flight stations. Aircraft will face the runway while being started and will be restrained.
- Aircraft are NOT to be taxied past the end of the taxiway into the pit area.
- All flying from flight stations only. No flying from the field runways or taxiways.
- No restarting of engines on the field. All restarts must be made in the pits. All takeoffs and landings must be in the same direction and from the ends of the runways. Landing aircraft take precedence over aircraft taking off. Dead-stick approaches have absolute priority over all other aircraft operations. Pilot must verbally announce intent of all landings Epecially a dead-stick landing – loud and clear.
- Members using Lithium batteries or with gasoline engines must have a fire extinguisher handy and also use a fireproof charging container when charging lithium batteries
- Mufflers are required on all engines .10 and larger in order to comply with field noise standards (90db at 9ft on ground). All engines must be tested by a club official.
- If a pilot wishes to fly without other aircraft in the sky, he or she must request from the pilots on site to have individual flight time.
- All maneuvers shall be performed North of the center of the runway.
- Aircraft can be operated from the flightline as long as they fit into the flight pattern.
- No hovering or 3D (fixed wing or helicopter) while field is being used by other pilots.
- Helicopter tuning/hovering to take place on Heli pad (once built in Spring of 2011).
- No hovering/takeoff/landing in Taxiways.
- When other aircraft are landing/taking off, other aircraft must exit the runway flight path.

Please cooperate in observing the above rules.

Think Safety, Talk Safety, Fly Safely “The site you save may be yours”