



- All Fliers must have a current AMA membership 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 waiting to fly. Flying will be done in an established flight pattern or, a split of the airspace (when mutually agreed upon by all pilots).
- Only 1 person is allowed at each flight station during a flight, with the exceptions of a spotter, flight training or requested assistance. Only AMA Members beyond spectator area, except for spotting purposes or training.
- Drive slowly and only on the road. Do not drive through the fields. Park only in the designated area.
- 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 gas or nitro powered flight before 8 AM Monday thru Saturday, and 10 AM on Sundays. Electric powered flight is permitted from dawn to dusk daily.
- No flying after sunset – all members must leave the property at sunset.
- No flying over pit, spectator, parking area, or south of field. No flying towards the PIT AREA between the ends of the runway.
- No aircraft flight is permitted more than 300ft east 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.
- It is recommended to never fly alone. An observer should be present to watch for full scale aircrafts “right of way”.
- Beginners must qualify with an experienced instructor before attempting to solo.
- Pilots must place their Brauer’s Membership or AMA card on the frequency board under the proper frequency number. Those flying 2.4 or ham frequencies are to use frequency numbers 1 -10.
- 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 into the pit area.
- All flying from flight stations only. No flying from the field runways.
- No restarting of engines on the field. All restarts must be made in the pits. All takeoffs and landings should 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 especially 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).
- When multiple pilots are at the field, exclusive flight time is not allowed, without permission from all the pilots at the field. This will allow ALL pilots to get in as much flight time as possible.
- All maneuvers shall be performed north of the center of the runway.
- Aircraft can be operated from the flight line 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.
- Extreme 3D (HIGH G) maneuvers are strictly prohibited at all times.
- No hovering/takeoff/landing in pits.
- 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”