



FIELD RULES

In Addition to AMA Safety Codes and SVF Standing Rules

- 1. PROOF OF MEMBERSHIP REQUIRED AND DISPLAYED:** Persons wishing to fly at the SVF Field must possess and must visibility display a current valid AMA Membership card in his or her name. Members must have a SVF current year sticker affixed. Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver. Anyone not displaying their membership card will be reminded to do so by a board member to show they are a current member of the AMA and our club to all bystanders. If a pilot is a guest they must show their AMA membership and for those pilots from clubs without reciprocity may be subject to a guest fee or will be asked to stand down from further flying at the club field. If a visiting pilot is a guest of a member then the member in good standing must also be present.
- 2. MEMBER RESPONSIBILITIES: Include but not limited to:** Members must comply with SVF Field Rules, SVF Standing Rules and AMA Safety Code Rules at all times!
- 3. ENTRY GATE:** The entry gate to the field must be kept locked at all times. Any non-member must be met and escorted in by a current member with member's key. Do not loan out your key or make a duplicate. Each club member must unlock and lock the entry gate each and every time they enter and exit the flying site! They must not leave the gate area without it being locked. No exceptions are permitted.
- 4. PARK SPEED LIMIT:** Park Speed Limit is **10 mph OR** the speed that creates **NO DUST, WHICHEVER IS SLOWEST.**
- 5. 400 Ft. ALTITUDE LIMITATION:** "Sun Valley Flyers utilizes a 400ft ceiling for flying model aircraft allowing for only momentary breaks caused by non-sustaining maneuvers. All pilots must utilize a spotter at all times and abide by AMA Rule 540d" (see pilot spotter rule #6)
- 6. PILOT SPOTTER:** All SVF members and guests are required to fly with a Spotter assistant by their side. In addition to those requirements outline in AMA rule 540d the Spotter's primary goal is to look out for full scale traffic and a secondary function is to watch out for the safety of the pilot while he/she is attentive to flying his or her aircraft and to assist the pilot in avoiding traffic that may constitute a risk of midair collision, runway access co-ordination, emergency procedures, etc. Spotters must be AMA members.
- 7. FLIGHT LINE PERSONNEL:** Personnel who have no direct contribution to the flight operation of aircraft shall remain within the spectator area; defined as under the Ramada and/or areas south of the fences.

8. **TAKEOFF/LANDING DIRECTION:** Shall be established by an East - West traffic pattern as determined by the prevailing wind direction. Takeoffs, landings, dead stick conditions and aircraft retrieval from the runway and surrounding areas shall be **'called' out loudly**, to give ample warning to other flyers.

9. **FLIGHT STATIONS:** All Pilots while flying from the main runway shall stand at one of the five flight stations at the spot designated and behind the barrier netting, behind the white line.

10. **PROPER FLIGHT LOCATIONS:** All aircraft operations shall take place north of the southern edge of the runway. All maneuvers shall be performed north of the asphalt, over the dirt. The runway itself and the airspace directly above it is for takeoffs and landings only. The white line in front of the pilot's stations is the absolute "Deadline". It extends east and west to infinity and must not be crossed under any circumstance. Park flyers, light electric aerobatic models, helicopters, rotary wing and sailplanes that may not fly a conventional flight path are encouraged to fly south of the wash, or west of the helicopter ramada and hover pad. Use of Hi-Starts or launch winches will normally be in these areas. No flying of any kind is permitted over any part of the parking lot or ramada. Central frequency control applies to all aircraft flown at the SVF facility, regardless of location.

11. **HOURS OF OPERATION:** The Cave Buttes Flying Field is operating under an agreement to allow flight operations during day time hours. No flight operations will allowed without prior request and permission from the SVF Board.

Revised: February 2015