



SUN VALLEY FLIERS STANDING RULES

Section A: Standing rules are to provide for timely implementation of procedures in the administration of club activities. These procedures and rules shall be decided by the board and implemented by the various committee officers and members as a part of their duties.

Section B: The use of the Sun Valley Fliers flying site (Cave Buttes Radio Control Model Airfield within the Cave Buttes Recreational Area) by members and non-members who must adhere to all Club Standing Rules and Field Rules.

1. **AMA:** The Academy of Model Aeronautics Safety Code (AMA Document 105) will be observed at all times as well as the Club Field and Standing Rules. They are posted on the bulletin board at the field.

2. **SAFETY OFFICER(S):** All pilots using the field will comply with the Club's Safety Officer's requests. The Safety Officer has the authority of the executive board to ground pilots that present safety hazards.

3. **MEMBERSHIP REQUIRED:** Persons wishing to fly at the SVF Field must possess a current and valid AMA membership card in his or her name. Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver.

4. **NON-MEMBERS:** Any non-member who wishes to fly at Sun Valley Fliers' airfield must have a current Academy of Model Aeronautics Membership or a MAAC membership, and purchase a day pass at the field with a club member. Rules are posted on the bulletin board at the field. The non-member must understand and obey all posted rules. Anyone not knowing the rules is not an excuse for not following the rules. Unless the non-member is known to be a competent pilot by a current member, the non-member may be checked by a qualified Club Instructor, Safety Officer or Board Member.

5. **400 FOOT 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 and avoid procedures)"

6. **POWERPLANT STARTUP:** All power plant starting and running must be at the designated flight stations with the prop or jet wash towards the runway. All pilots should have an assistant hold the aircraft during power plant start up on the flight line. Engine break-in is not allowed under the Ramada's or at any flight station. The only exception to this rule is starting or running an engine in the test stand at the West end of the field. **Electrics must not be armed until they reach the flight station**, unless the propeller(s) have been removed. Never run your engine, gas turbine, electric motor in the same flight station while another pilot is flying from that flight/pilot station. Prolonged motor testing and tuning shall not be done in the flight stations.

7. **RAMADA RAMP AREA:** Airplanes that are not next in line for a flight station must remain on the Ramada side of the designated start up stations.

8. **LEGAL RADIOS:** 2.4 GHz spread spectrum transmitters and fixed frequency transmitters that operate on radio control frequencies currently allowed by the Federal Communications Commission (FCC) & meet 1991 narrowband specifications. All 50 mhz. & 72 mhz. transmitters must attach the proper frequency number "pin" on the transmitter during use. Pilots using 2.4 GHz transmitters do not need a pin but must wear their AMA Members card with a current club sticker affixed, in a visible location. **All pilots MUST wear their AMA Membership card in a visible location.**

9. **PILOT SPOTTERS:** All SVF members and guests are required to fly with a Spotter assistant by their side. 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.**

10. **FLIGHT STATIONS:** All Pilots flying aircraft must remain behind the safety barrier fence **within the designated marked pilot boxes on the asphalt. NO EXCEPTIONS!** Only pilots, spotters and instructors are permitted to occupy the pilot boxes during aircraft operation. No more than (5) five aircraft will be in the air at one time. Tow planes for gliders will not be counted as long as the tow plane lands immediately after releasing glider. Multi-rotor aircraft will be an exception to this rule. They will however only be allowed to fly as an exception if they are flying in the area designated for them at the Helicopter Pad on the west side of the property. See rule #19.

11. **CALL OUTS AND FLIGHT DIRECTION:** Before entering the runway, pilots must loudly announce their intentions. Never taxi onto the runway before checking for landing aircraft. All takeoffs and landings will be into the prevailing wind. Always check the windsocks for wind direction. Notify all other airborne pilots prior to your take off, if the wind changes and you choose to takeoff in a direction counter to the existing

pattern. Notify all other pilots if a wind change causes a change to the in-flight pattern direction before changing to that direction. During a cross wind situation a flight pattern direction is designated by the pilots currently in the air.

12. Pilots making touch and goes or a full stop landing must loudly announce their intentions to other flying pilots. All landing aircraft have precedence over aircraft taking off. "Dead stick" landings have precedence over all other flight operations. All takeoff and landings shall take place as close to or north of the center-line as possible.

13. **PROPER FLIGHT LOCATIONS:** The only maneuvers permitted over the runway are takeoffs, landings, touch and goes, landing approaches, missed approaches and emergencies. All aircraft operations shall take place north of the southern edge of the asphalt runway. All maneuvers shall be performed north of the asphalt, over the dirt. REMINDER: 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 concrete 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.

A. HI and LOW speed passes that are not intended to be landings must be made no closer than the north edge of the runway. All forms of aerobatics and 3D type maneuvers shall take place north of the north edge of the runway.

B. Small Park Flyer type aircraft and helicopters are to follow the same rules as normal aircraft. If this is not possible, they are to use the "wash area" for park flyers and helicopters are to use the helicopter pad area to the west and south of the runway.

14. If an aircraft must be carried out onto the runway for a takeoff, this intention must be previously announced to any other pilots. A pilot helper must carry the aircraft and the pilot must remain in the pilot box. The helper must promptly clear the runway when the aircraft is released. Taxiing in the pits (South of the safety fence at the flying station) is strictly prohibited for any kind of powered model.

15. No person shall stand at the edge of the runway or safety barrier fence during flight operations. **No exceptions!**

16. No engine restart shall be made on the runway.

17. All flying must be done in front of the "deadline" formed by the white line immediately in front of the pilot boxes and extending to infinity in an east/ west

direction. Takeoffs must be done on the runway and not in the taxi way. It is encouraged to fly north of the runway centerline, as an added safety buffer.

18. Members should be aware of not smoking during crashed aircraft recovery.

19. **HELICOPTERS AND MULTI-ROTORS:** The PRIMARY flight area for Helicopters and Multi-Rotor aircraft shall be the west Helicopter Pad designated area. If late afternoon flying is done at the runway area, all helicopters shall fly the same pattern as fixed wing aircraft, flying only from flight stations 1 & 5. This will be considered as the flight station being occupied and no one else shall use those stations as long as a helicopter is operated from them. There is to be no hovering over the runway. There will be no students taught to fly helicopters at the field unless you are the only ones at the field or at the helicopter pad area. Multi-Rotor aircraft may fly from the helicopter stations at either end of the flight line, if they can fly the aircraft pattern. If the multi-rotor pilot cannot fly the aircraft pattern, then he may fly in the area south of the wash. **DO NOT FLY OVER THE RAMADA OR PARKING LOT!** The multi-rotor pilot should stand in the designated flight box south of the safety barrier fence. The Multi-Rotor pilot may not fly South over the fence or over the main runway. The multi-rotor pilot may not fly further East or West than the end of the runway. There must be a spotter with the helicopter or multi-rotor pilot for everyone's safety if flying from the fixed-wing pilot stations.

20. The helicopter pad is for helicopters/multi-rotors only. The flight envelope will be on the west side of the helicopter pad. The northern boundary will be the east/west line extended out from the fixed-wing ramada.

21. **FLIGHT STATION EQUIPMENT:** Clear all equipment after landing, starters, batteries, fuel, etc.

22. **RECOVERY OF CRASHED AIRCRAFT:** In the event of a crash, it is important that you retrieve as much of the debris as possible.

23. Let other fliers know when and where you are headed for retrieval of a crashed plane and that you have some form of communication. Please bring a Cell Phone with you and provide your cell phone number to others at the field when possible.

24. **FUELING:** A closed loop system or catch pan is required for all fueling.

25. Always wipe all oils and fuels immediately from starting tables and setup tables.

26. **FLIGHT OPERATIONAL TIMES:** Pilots must not begin flight operations before dawn and will end flight operations for each day at dusk, seven days a week, 365 days a year. Any flight operations outside of these normal operating times, the SVF member will call the Deer Valley Control Tower (DVT ATCT) via phone at 623-581-3389 prior to beginning of flight operations and again at the end of any flight operations for that day.

Section C: New members should have a club member, Board Member or Safety Officer help them to understand the Club Standing Rules, AMA National Model Aircraft Safety Code and the SVF Field Rules.

Section D: Overnight usage or occupation of the field is prohibited.

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