



## FIELD AND SAFETY RULES

### In Addition to AMA Safety Codes

1. **AMA MEMBERSHIP REQUIRED:** Persons intending to fly at the SVF Field must possess a valid AMA membership in their name and be current SVF members in good standing. Guests holding an AMA membership may accompany a current SVF member, but will be asked to join the club after subsequent visits (guests **MUST** furnish proof of AMA membership on request). Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver.
2. **ENTRY GATE:** All members must lock the gate after entering or leaving the facility. **No member may give the gate code out to non-members or guests. The gate is to remain locked at all times. Failure to adhere to entry gate rules will result in disciplinary action.**
3. **STARTUP:** All starting and running of electric and fuel aircraft must be done at the designated flight stations, with the aircraft facing North, away from the pits. All pilots must have an assistant hold a fuel aircraft during start up. Please do **NOT** tether your aircraft with ropes or wires. No aircraft (fuel or electric) may be run in the pit area.
4. **PILOT SPOTTER:** All pilots must use a spotter by their side. The spotter's role is to provide for the safety of the pilot, monitor other model aircraft and notify the pilot of any full-scale aircraft in the airspace. **Any pilot utilizing a caller must also have a spotter by their side.**
5. **TAKEOFF/LANDING DIRECTION:** Shall be established by an East - West traffic pattern as determined by the prevailing wind direction. Takeoffs, landings, dead sticks, and aircraft retrieval from the runway and surrounding areas shall be **'called' loudly**, to give ample warning to other flyers.
6. **FLIGHT STATIONS:** All Pilots while flying from the main runway shall stand at one of the five flight stations and must remain behind the designated safety netting.
7. **FLIGHT RULES:**
  - All pilots will abide by See and Avoid regulations as defined by the AMA (540d), no exceptions. Pilots must descend to **100 feet**, and maximize separation with full scale aircraft. Pilots may ascend above 400 ft to perform maneuvers, however no sustained flight above 400 ft. is allowed.
  - All flying is to be performed North of the Southern edge of the runway and continues North to Jomax road. **At no time may any aircraft fly South of the dead line** (Southern edge of paved runway), North of Jomax or East of the gated field entrance. Pilots will be given only **ONE** verbal warning, after a second offense they will be asked not to fly for the remainder of the day.
  - All pilots intending to fly on or over the runway must call out maneuvers verbally and have the permission of the other pilots on the flight line. Takeoffs, landings and deadsticks have runway priority 100% of the time. In the event of an emergency, any pilot flying over the runway must vacate the space immediately.
  - Pilots will exercise situational awareness, courtesy and communication with other pilots on the flight line.
  - No high energy maneuvers may be performed with the aircraft headed toward the pits or other pilots.
  - Helicopter pilots are encouraged to use the heli pad, however helicopter and multi-rotor aircraft may utilize the main flight line provided they have approval from any other pilot currently on any flight station.