



## **FIELD AND SAFETY RULES**

### **In Addition to AMA Safety Codes**

1. **LICENSE REQUIRED:** Persons wishing to fly at the SVF Field must possess a valid AMA license in his or her name. Operators of turbine powered aircraft must be able to produce the proper AMA turbine waiver.
2. **FREQUENCY CONTROL:** Any transmitter being used for flying or maintenance must be accompanied by the proper frequency identification pin. 72 MHz users must post their AMA cards on the frequency board prior to flight operations taking place. 2.4 GHz Spread Spectrum users must post their AMA cards on the metal rod located on the fence of each flight station. **No exceptions are permitted.**
3. **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.
4. **POWERPLANT STARTUP:** All powerplant 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 aircraft during powerplant start up on the flight line. Engine break-in is not allowed under the Ramada's or at any flight station.
5. **400 FOOT ALTITUDE LIMITATION:** All SVF members and guests will not fly a model aircraft higher than approximately 400 feet above the surface. Occasionally a model's maneuver or aerobatic flight may require a higher altitude than the limit of 400 feet specifies. As a safety precaution, we will always exercise the "SEE & AVOID" rule. This means to lower the altitude of your aircraft below the 400' limit safely and immediately.
6. **PILOT SPOTTER:** 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.
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**' **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 to the right of 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.

Revised: July 21, 2011