

FIELD RULES AND SAFETY REGULATIONS

The following field rules and safety regulations are in addition to the AMA and field safety regulations posted at the field:

1. Current AMA card or proof of application is required to fly.
2. There will be **no flying** if the Ceiling is less than 1000 feet and Visibility is less than 3 miles. There is a radio in the field house to check this or call (360)457-1070
3. Pilots shall always give right of way and land immediately in the event of a full scale aircraft heading to or flying over our field at our field altitude.
4. No flying over the pits, parking area, houses, the road south of the field, or west of the road at the west end of the field, north of the poles marking the mid-point of the field to the north, east of the tree line at the east end of the field, or above four hundred feet (400').
5. All new aircraft shall be range checked before the maiden flight.
6. No running of engines in the parking lot or picnic area. Internal combustion engines shall not be run before 9 AM any day of the week. These engines shall not be run after 7 PM or ½ hour before sunset, whichever comes sooner. Quiet electrics are not restricted.
7. All members have the option to fly alone. It is the pilot's responsibility to "so indicate" by using the indicator board. Pilots flying alone will limit their flight to **Ten** minutes when others are waiting to fly.
8. When more than one person is flying, communication between pilots on the flight line is critically important. Each pilot shall announce his/her intention to perform the maneuvers listed below, loud enough for all on the flight line to hear:
 - a) Emergency situation
 - b) Taking off
 - c) Landing
 - d) Person on the field
 - e) Airplane down

Whenever there is anyone else present at the field and a pilot's airplane is outside the permitted flying area, or the pilot loses control of his plane, the pilot shall shout out, as loudly as possible, DANGER! LOOK OUT! DUCK! or similar words of warning.

When using the EAST runway to the north, communicate your intentions to pilots flying off the main runway

9. Flight Line Priorities:
 - a) Emergency situation -- dead stick, control problems, radio interference, any condition which creates an unsafe situation
 - b) Person on the field -- retrieving an airplane
 - c) Landing -- when an airplane is on final approach, any takeoff must wait until the landing plane is safely retrieved
 - d) Takeoff
 - e) Airplane down If a pilot of a downed airplane feels that it is unsafe to retrieve the plane while others are flying, that pilot has the right to request all other airplanes to be landed.

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10. Pilots wishing to do touch and go must be club qualified. Touch and goes shall be conducted in the AMA landing pattern.
11. No one shall fly his or her aircraft in the pits or spectator area .
12. Safety Officers -- all club members who are qualified pilots are safety officers and will see that all club and AMA safety rules are enforced.
13. Mufflers -- all two stroke engines (except 1/2 A) must be equipped with effective mufflers.
14. Physical Control: Restraints are provided at each pit position; use is mandatory
15. There will be no consumption of alcoholic beverages or drugs by anyone flying or assisting at the flying site.
16. Penalties for gross violations of the safety rules will be determined by the club membership at the next scheduled meeting.

Pilot Qualifications:

- a) All Pilots must pass the club flight test before they can fly without the supervision of an instructor or club certified pilot. An *AMA registered* student may fly with the assistance of any club certified pilot
- b) Maiden flights and aircraft with major repair shall fly alone until such aircraft meets the standard safe flight criteria.
- c) Instructors who qualify pilots shall submit the flight review to the Secretary and notify the President
- d) Qualification shall be by a flight established by a training committee and implemented by a flight instructor.

Flight Instructors:

- a) are selected by the membership
- b) instruct unqualified pilots and inspect their aircraft
- c) give flight tests to members seeking their wings
- d) teach field and safety rules