



Field Rules

1. Transmitter frequency control

1A. Only transmitters and receivers classified as "narrow band" or which are "approved ham" may be used. All frequencies 43 thru 50 are reserved for a group flying within three miles of the field. These frequencies can only be used for special events when non-club members are invited to fly.

1B. Channel **20** may NOT be used since it causes extreme interference to other radios. At certain times the club may ban frequencies 19 and 21 since they are so close to 20.

1C. Upon arrival at the field **each member will impound his transmitter** in the impound facility. Some transmitters have a removable module which can be impounded after which the pilot can use a DSC cable for engine tune-up.

1D. Frequency pins (dowels) are provided at the frequency board. **The pilot must have the correct pin in his/her possession** when using the frequency for testing run-ups, flying, or anytime the transmitter is on.

1E. Pins must be returned to the frequency board when not using the frequency and the transmitter must be impounded. A clothes pin type identification card will be issued to every member in good standing each year in March at renewal time and **must be placed on the frequency board when taking the frequency pin** to use a transmitter. New members will receive a special colored membership card to use until they graduate from the orientation/flight training process.

1F Transmitters must have a frequency placard on the antenna to identify the frequency by number.

1G. If someone violates the transmitter impounding rules and causes any other airplane to be damaged, he/she is responsible for the cost of all damages, Settlement must be made within 45 days. If this requirement is not met the offended party may bring the case before the Steering Committee for final resolution.

2. Flying must be within the limits of the field boundaries. There are two flying areas; one has an asphalt runway with an adjacent grass runway; the other is a helipad. A helicopter which is flown as a regular aircraft (horizontally and/or aerobatically) may use the main runways. Each flying area has an established **flight line. Flying between these two flight line is absolutely forbidden.** There are two zones established by imaginary lines; they are the over-fly zone and the safety zone. Flying may take place in the over-fly zone but not in the safety zone. Refer to the enclosed drawings in appendix B for details.

3. Pilots may start their engines in the pit area and taxi out to the runway along the designated taxi ways. Pilots must stand in the pilot areas as designated on the drawings, and by fences and markings at the field. Take-offs and landings must be into the prevailing wind and buzzing the field in the opposite direction is prohibited.

3A. Because of the prohibition of SWACO, flying past dusk is forbidden.

4. No children or pets are allowed on the flight line. All children and pets must be supervised at all times for their safety and the safety of others. Unruly pets must be leashed. Pet owners must remove pet feces and carry it away from the site.

5. A first flight of a new aircraft will have all rights to the flying field if so requested by the pilot. The pilot must request this concession before starting his engine and before flying. This means no one else may start an engine or fly during the new aircraft's test flight period. This has been established to ease the nervousness of the pilot and allow him full access to all areas in case of trouble and to assure the safety of others.

6. All motor vehicles must be parked in the designated graveled parking lot. If this area is full parking can be in the grass along the driveway. **Driving on the asphalt runway is prohibited.**

7. All engines of .10 cu. in. Displacement or greater shall be equipped with a commercial muffler. If an engine is judged to be too loud by the safety committee the owner must comply with a request to install a muffler before continued flying.

8. All spectators must stay in designated areas and are not allowed in the pits.

9. A pilot or person designated by the pilot may walk out onto the asphalt runway or the grass strip to retrieve a plane at his/her own risk and must announce to other pilots **"ON THE FIELD"** and receive an acknowledgment from other active pilots before going on the field. Upon returning he must declare **"OFF THE FIELD"** and receive an acknowledgment from pilots actively flying. Pilots must declare their intention to take off (**"TAKING OFF"**) and land (**"LANDING"**) and receive acknowledgment from other active pilots. Pilots who experience trouble while in the air must call out **"I DON'T HAVE T"**, or in the case of engine failure **"DEAD STICK"**. When this happens, all other fliers must stay clear of the runway until the emergency is over.

10. Individuals using the field equipment (such as chairs) are responsible for returning them to their proper place and the **last club member** to leave the field must put all the chairs in the building and otherwise secure the facility. This person has the responsibility to **locking the gate**. A combination lock will be used. The combination probably will be changed periodically following an announcement in the newsletter.

11. No flying before 8:00 AM. On weekdays including Saturday or 9:00 AM on Sunday. No flying after dusk. Occupancy of the site is prohibited after dusk.

12. All transmitters manufactured before 1993 are required to have a GOLD sticker indicating compliance with the narrow band rules. Newly manufactured transmitters are no longer required to have gold stickers. **Wide band transmitters and receivers may not be used.**

13. Trash cans will not be maintained at the field and each member is responsible for removing his/her own trash from the site.