

## **GENERAL “RULES” 1/01/22**

The aim of these “rules” is to provide a safe, easygoing, welcoming field for our members and visitors. These “rules” are more like our expectations—directed to courteous people. They are not intended to cover every eventuality.

The idea is to provide a safe, cooperative flying experience that adjusts with the situation. We are not here to catch someone breaking a “rule”. We'll all be better off if we're considerate of our colleagues.

**GATE**—When you open the gate, chain it back and lock the chain and padlock. This provides for visitors. When last to leave, lock it. Don't give the gate code to anyone you don't know. Those who are uncomfortable flying alone at the field may lock the gate while they fly alone.

**PARKING**—Please park perpendicular to the flight line, leaving space to the tables. Please conserve parking spaces.

**ID CARDS** are for identifying members and learning names. Please wear your ID Card when you're at the field.

**TIDINESS**—Take all your own garbage home (incl butts). Put chairs away under the tables.

**TABLES & SMOKING**—Do not sit on the tables. If you smoke, please do it where the smoke won't bother others.

**VISITORS** are expected to park on the south side of the lot, keep their animals leashed, control their kids, and treat our field as the private place it is. Visitor parking is for visitors to the field only—not hikers. Visitors are to stay south of the tables and off the pad unless specifically invited by the pilot. Please be courteous and low key when explaining rules to a visitor.

## **FLYING SAFETY “RULES” 1/01/22**

**SAFETY COORDINATOR** is responsible for monitoring the flying to keep things safe. The safety coordinator may deputize other members to be a safety presence for the SC's absences. If you see an unsafe practice, please talk to the safety coordinator, one

of the deputies, or a club officer. If this isn't possible, please politely, privately talk to the person about the unsafe situation.

On both the runway and pad, call out “on the field”, “taking off”, “landing”, and “clear”. Make these call outs loudly so that you communicate with the rest of the pilots. Call out “heads up” if you're losing control of an aircraft that could come close to people.

The runway is mainly for fixed wing planes, but may be used by helis and quads. Minimize the time you tie up the runway. Get behind the flight line and keep your aircraft flying north of the runway. Be aware of other aircraft.

The pad is for aircraft (quads, helis, DLGs, 3D planes) flown close in. Aircraft flown from the pad ideally fly to the west. If you do fly across the runway at low altitude, call out “crossing runway”. All aircraft, regardless of altitude, shall not fly behind the red pilot's safety line. The exception being drones under "RTH" (return to home) function may cross the pilots line temporarily until such time the aircraft self-lands or pilot regains control.

Flying over cars or behind the spools is reckless and must be avoided. Drone pilots are encouraged to remain a safe distance and altitude when near the Red Rock sign and people nearby.

Sailplane landings take precedence over powered aircraft.

Visitors who are AMA members may fly on two visits as a guest of an LVSC member. Those who are not AMA members must fly with an AMA certified Introductory Pilot Instructor. The Introductory Pilot Instructor is responsible for filling out the AMA paperwork before flying.