

Alpine Aero Squadron

Field Safety Rules

1. ALL A.M.A. SAFETY RULES AS SPECIFIED IN THE A.M.A. SAFETY RULE BOOK SHALL BE FOLLOWED.
2. ALL PROSPECTIVE PILOTS, SEEKING USAGE OF THE FLYING FIELD, MUST HAVE IN THEIR POSSESSION A VALID A.M.A. CARD.
3. IN ORDER TO CONTROL THE FREQUENCY USAGE, A FREQUENCY PIN/ CARD HOLDER SYSTEM SHALL BE USED IN LIEU OF A TRANSMITTER IMPOUND AREA.

BEFORE YOU TURN ON YOUR TRANSMITTER, YOU MUST FIRST HAVE IN YOUR POSSESSION THE PIN FOR THE FREQUENCY WHICH YOU INTEND TO USE AND HAVE PLACED YOUR A.M.A CARD IN THE CARDHOLDER.

PILOTS ARE MORALLY AND FINANCIALLY RESPONSIBLE FOR ALL DAMAGE CAUSED BY INTERFERING TRANSMISSIONS FROM YOUR TRANSMITTER WHEN YOU DO NOT HAVE THE FREQUENCY PIN.

4. THE NORMAL FLIGHT PATTERN FOR THE SQUADRON'S FIELD IS A RIGHT HAND PATTERN DUE TO THE PREVAILING WESTERLY WINDS. PILOTS TAKE OFF FROM THE RIGHT HAND SIDE, FACING THE RUNWAY, AND APPROACH LANDINGS FROM THE SAME SIDE. ALL TURNS WILL BE RIGHT HAND TURNS.

THE EXCEPTION TO THIS RULE IS CAUSED BY EASTERLY WIND. WHEN THIS CONDITION EXISTS, TAKE OFFS WILL BE FROM THE LEFT SIDE AND LANDINGS WILL BE FROM THE SAME DIRECTION. ALL TURNS WILL NOW BE LEFT HAND TURNS. WATCH THE WIND INDICATOR WHICH IS LOCATED AT GATE #1.

DOWN WIND LANDINGS WILL BE PERMITTED WHEN ANNOUNCED TO ALL OTHER PILOTS FLYING AT THE TIME. THE OTHER PILOTS FLYING MUST ACKNOWLEDGE THE ANNOUNCEMENT OUT OF COURTESY AND FIELD SAFETY.

5. IN AN EMERGENCY OR DEAD STICK LANDING, THE PILOT MUST FIRST DECLARE THE SITUATION, AND ALL OTHER PILOTS MUST YIELD THE RUNWAY AND AIR SPACE TO THE STRICKEN AIRCRAFT.
6. WITHOUT EXCEPTION, NO PILOT SHALL MAKE LOW HOT PASSES ACROSS THE FIELD OR DO AEROBATICS OVER THE FIELD WHEN OTHER AIRCRAFT ARE IN THE AIR. LOW PASSES AND AEROBATICS WILL BE PERMITTED WHEN THE PILOT IS THE ONLY ONE FLYING. LOW PASSES SHALL NOT BE MAKE CLOSER TO FLIGHT LINE THAN THE EXTREME FAR SIDE OF THE AIRSTRIP.
7. NO TAXING OF AIRCRAFT UNDER POWER WILL BE PERMITTED IN THE

PIT AREA. REWORK OF AN AIRCRAFT IN THE GATES TO MAKE IT AIR-WORTHY WILL NOT BE PERMITTED. THROTTLE ADJUSTMENTS ARE ONLY EXCEPTION TO THIS RULE.

- 8. ALL PILOTS, ONCE THE PLANE HAS BEEN LAUNCHED, WILL ENTER THE FENCED FLIGHT STATION AND REMAIN THERE FOR THE DURATION OF THE FLIGHT. ALL PILOTS SHOULD HAVE AN ASSISTANT OR SPOTTER TO HELP AS REQUIRED.**
- 9. ALL MEMBER PILOTS WHO BRING GUESTS TO THE FLYING FIELD ARE TOTALLY RESPONSIBLE FOR ACTIONS AND SAFETY OF ALL OF THEIR PARTY. THIS IS ESPECIALLY TRUE FOR SMALL CHILDREN. MEMBERS WILL NOT ALLOW CHILDREN TO WANDER UNATTENDED.**
- 10. THOSE MEMBERS ACTING IN THE CAPACITY OF INSTRUCTOR MAY REQUEST AND BE GRANTED A CLEAR FIELD IN ORDER TO INSTRUCT A STUDENT PILOT. UPON COMPLETION OF THE INSTRUCTION, THE INSTRUCTOR WILL ANNOUNCE A CLEAR FIELD FOR THE RESUMPTION OF NORMAL FLYING.**
- 11. A CLEAR AIR SPACE MAY ALSO BE REQUESTED FOR A FIRST TIME TESTING OF A NEW AIRCRAFT OR ONE THAT HAS BEEN REBUILT FROM A MAJOR CRASH. THE PILOT MUST DECLARE THE SITUATION TO THE FLYING GROUP. THE FIELD USERS WILL YIELD TO THE NEED OUT OF COURTESY AND FIELD SAFETY REQUIREMENTS.**

A FLIGHT ADVISORY BOARD (F.A.B.) HAS BEEN ESTABLISHED FOR THIS PURPOSE. A GREEN FLAG IS FOR OPEN FLYING, A YELLOW FLAG IS FOR A PILOT WHO IS SOME WHAT COMFORTABLE FLYING WITH OTHERS, BUT REQUESTS YOU STAY CLEAR OF HIS PLANE. A RED FLAG IS RESTRICTED TO STUDENT AND INSTRUCTOR OR FLIGHT TESTING NEW OR REPAIRED AIRCRAFT.

- 12. ALL ENGINES OF .010 CUBIC INCHES DISPLACEMENT OR LARGER WILL BE EQUIPPED WITH A STOCK OR EQUIVALENT MUFFLER. THE MAXIMUM ALLOWABLE DECIBEL READING IS 103 DECIBELS AT NINE FEET. AIRPLANES ABOVE THIS MAXIMUM WILL NOT BE ALLOWED TO FLY AT THIS FIELD UNTIL THE CONDITION IS CORRECTED.**
- 13. ALL ENGINES STARTED IN THE PIT SHOULD FACE THE RUNWAY AND BE AT LEAST AT THE EDGE OF THE SHELTER OVERHEAD NEAREST THE RUNWAY. NO ENGINES WILL BE STARTED UNDER SHELTER ROOF. NO ENGINES WILL BE BROKEN OR RUN IN WITHIN THE PIT AREA. THE BREAKING IN OF ENGINES WILL BE ACCOMPLISHED IN THE AREA PROVIDED AT THE WEST END OF THE PITS.**
- 14. ALL MODELS WILL BE FIELD AND RANGE CHECKED FOR EQUIPMENT RELIABILITY BEFORE BEING ALLOWED TO FLY.**

15. MEMBERS WITH FLIGHT EXPERIENCE SHOULD HELP NEWER MEMBERS TO ACHIEVE THE EXPERIENCE NEEDED TO BECOME GOOD FLYERS AND CLUB MEMBER.
16. ALL PILOTS SHOULD KEEP IN MIND THAT THERE IS A CONTINUAL CROSSING OF CARS ACROSS THE EASTERN END OF THE RUNWAY. ALL PILOTS THEREFORE, SHOULD BE READY TO ADJUST THEIR FLIGHT PLANS TO ALLOW PASSAGE OF THESE VEHICLES.
17. ANY SENIOR CLUB MEMBER, PRESENT AT THE FIELD, MAY ACT AS THE FIELD MARSHALL TO ENSURE THAT THE FIELD SAFETY AND A.M.A. RULES ARE BEING FOLLOWED.

IF THE FIELD MARSHALL FEELS THAT A PILOT IS FLYING IN AN UNSAFE MANNER, HE MAY AT HIS DISCRETION, (1) ORDER THE PILOT TO LAND, AND AFTER WARNING HIM, ALLOW HIM TO RETURN TO FLYING OR (2) IF THE CASE WARRANTS, GROUND THE PILOT FOR THE REMAINDER OF THE DAY. HE WILL ALSO REFER THE PILOT TO THE BOARD OF DIRECTORS FOR THE APPROPRIATE DISCIPLINARY ACTION.
18. ALL GASOLINE ENGINES MUST BE EQUIPPED WITH SPARK ARRESTERS.
19. THE USE OF GASOLINE ENGINES WILL REQUIRE THAT A FIRE EXTINGUISHER BE READILY AVAILABLE AT THE SITE. LACK OF A PROPER ABC TYPE EXTINGUISHER WILL IMMEDIATELY SHUT DOWN THE OPERATION.

FLY SAFELY

**ENJOY THE USE OF OUR FIELD
AND TAKE CARE OF IT.**

Approved 8/16/2001
Alpine Aero Squadron
Board of Directors