

## ***General Club Guidelines***

1. The red safety fence is the demarcation line (DL). The DL extends to infinity in both directions.
2. The acceptable Fly Zone is north of the DL. The NO-Fly Zone is south of the DL. The only exception is the Drone Take-off/Landing area located in the DRONE Area.
3. Any flight accidents north of the DL (safety fence) is an accident and pilots involved accept the accident without blame or fault to each other.
4. Any flight accidents south of the DL causing any injury or damage is the responsibility of the pilot in control (or out of control) of the aircraft.
5. A flying violation of the DL will result in a verbal warning. A 2nd offense in the same day will result in grounding for the day at the discretion of members present. Continued violations will result in board action to the offending pilot, such as an educational or flying proficiency program.
6. Any and all new members must be qualified to fly without an instructor or buddy box. The chief flight instructor, or designated assistant will verify the new member has the appropriate skill level to operate their aircraft, and will then be cleared to fly.
7. The north edge of the runway is the Dead Line...for the most part, all flying, both fixed wing, rotary wing, and drone flying shall be on the north side of the Dead Line. Obvious exceptions are landings and take-offs, and when you call a pass down the runway.
8. Have fun, be safe, be responsible, and respect other pilots. Work out any special requests when you're flying...ie...high speed pass down the runway...3D flying with gassers over the runway...etc.

***We're all here to have fun, so use common sense while you're flying!!!***

## ***Specific Guidelines by craft type***

### **FPV - Drones/QuadCopters**

#### ***There are 3 levels of Proficiency for FPV (First Person View)***

1. Beginner/1<sup>st</sup> time Pilots – Line of Sight (LOS) Qualified
  - a. All LOS flying will take place on the east ½ of the runway; not during any fixed wing flying
  - b. Prior to moving on the goggle flight, the LOS pilot must show proficiency in
    - i. Take offs
    - ii. Flying and maintaining consistent horizontal and vertical flight
    - iii. Ability to stop, hover, and reverse flight w/o significant altitude change
    - iv. Set-up approach to land
    - v. Approach landing area slowly; decrease altitude smoothly; land and disarm
    - vi. Upon successful completion, the pilot will be cleared to fly LOS, without an instructor
    - vii. LOS pilots do not require a spotter, unless the pilot requests one.
  
2. Intermediate (Transition from LOS to Goggle Flying)
  - a. Pilot provides their own equipment (goggles, quad/drone, and transmitter)
  - b. During this phase, there will be a spotter (for LOS call-out of altitude, and situational awareness), and another accomplished pilot on goggles that can assist by giving verbal stick commands to the FPV pilot; give orientation help, and can take over flight should the student pilot request/need help.
  - c. Proficiency to move past this level will be when the pilot no longer needs any verbal commands from FPV instructor and can take-off, fly the drone short course in both directions, call out landing, set up for landing, and execute a smooth and safe landing without assistance from the trainer.

3. Qualified FPV Pilot
  - a. Proven proficiency and is qualified to fly FPV with only a LOS spotter.
  - b. All FPV pilots MUST have a spotter – there is no exception to this rule.

#### **Other Pilot Considerations while flying FPV**

1. All FPV pilots must know their VTX frequencies, and communicate them to all other FPV pilots at the field. Also, all FPV pilots must call out when they are powering up their plane or Quad/Drone, to ensure their video does not interfere with any other pilot (unplug immediately if there is interference).
2. Any pilot who does not have complete and safe control of their aircraft/drone and flies over the DL must cut throttle and ditch their craft.

#### **FPV Fixed Wing Aircraft and Fixed Wing Aircraft**

1. Until a camera is installed on a fixed wing aircraft and being flown while using goggles (FPV), it will follow the guidelines for Fixed Wing aircraft.
2. The runway will be used alternately for FPV aircraft and Fixed Wing (LOS) Aircraft.
3. Under no circumstances shall an FPV fixed wing aircraft be flying at the same time as a LOS fixed wing aircraft, or rotary wing craft (helicopter).
4. Rules 2-5 of the FPV (Drone/Quad Copters) Section apply to FPV Fixed Wing aircraft.

#### **Rotary Wing (Helicopters) Aircraft**

1. Generally, when helicopters fly, no other fixed wing aircraft are in the air.
2. Helicopter pilots shall alternate flying so all types of crafts can fly, and no one is monopolizing flying time.