

## **LAFFS ELKINS FIELD RULES AND SAFETY GUIDELINES**

1. Academy of Model Aeronautics (AMA) membership, which includes AMA insurance, is required for all pilots using Elkins Field. This flying site is an AMA-chartered field and every pilot must be familiar and comply with all AMA Rules and Regulations. (see <http://www.modelaircraft.org>)
2. Guests who are not AMA members may be supervised for an orientation flight by one of the designated LAFFS Intro Pilots.
3. Visitors/spectators must remain behind the fence unless accompanied by a LAFFS member.
4. If not using a 2.4 GHz radio system, frequency control is the responsibility of each pilot. Transmitters should have something clearly identifying its channel (frequency flag, channel number tag, etc), preferably attached to the antenna. Also, always put a pin on the frequency board next to the transmitter impound box to show the channel you will be using.
5. Once in the air, stand in the fenced pilot boxes or no closer to the runway than the pilot boxes. Do not stand on or near the runway—it's dangerous..
6. Flight boundaries: All flying should be to the west of the runway. An exception is left final turns when landing from the North, but pilots should keep the turn tight and close to the runway. Gliders are permitted east of the pit area. No aircraft are allowed east of the LAFFS property line (storage trailer), or over the highway south of the field. Please do not jeopardize the use of our field by violating these boundaries.
7. Fixed wing aircraft must avoid over-flying the helicopter area just north of the parking lot when helicopters are operating there.
8. Announcements:
  - . When taxiing onto the runway, announce: "Taking off (or similar words)"
  - . If walking on to the runway, announce: "On the runway".
  - . When leaving the runway announce: "Clear of the runway".
  - . When landing, announce: "Landing".
  - . When landing without power, announce: "Dead stick"
  - . When landing in calm winds, announce: "Landing from the north (or south)". Pilots

flying should coordinate among themselves to operate in the same direction.

9. Pilots should yield to engine-out (dead stick) aircraft and glider landings.
10. Low-altitude, high-speed passes down the runway are not allowed, because they are dangerous to people in the pilot boxes and pit areas. Low passes should be made west of the runway over the grassy area.
11. Minimize engine-run noise. Do extensive engine tuning or break-in on the designated engine run table at the north end of the pit area. Extended and/or repeated engine-run noise can be a safety hazard making it hard for pilots to hear their engines in flight and to communicate with other pilots. It is also generally annoying. Preferably, do engine break-in or tuning during parts of the day when others are not there.
12. Everyone should help keep the field area clean. Trash cans are provided.
13. When at the field, we are all responsible for safety. If you see someone not complying with these rules, please bring it to their attention. If you are uncomfortable doing this, advise the LAFFS Safety Officer or one of the other club officers.
14. The last person leaving the field MUST lock the gate. Failure to lock the gate endangers our property lease. Remember, LAST ONE OUT, LOCK THE GATE.