

Livermore Flying Electrons Field Rules and Regulations (Revised 11-11-10)

General

1. Flying hours are sunrise to sunset. Internal combustion engines are prohibited before 8:00 A.M. and after sunset.
2. Unescorted Spectators are required to remain behind the fence line to the North side of the pits.
3. Pit area access is restricted to current members of the LFE, their escorted guests, and guest flyers. Non-member escorted guests must stay behind fence that separates the runway area from the pits and seating area. Guest Flyers must show proof of current AMA membership and are limited to five flight sessions per year.
4. Membership cards and guest badges shall be displayed at all times.
5. Alcoholic beverages of any type are not permitted on LFE site.
6. Members are responsible for their own trash.
7. Aircraft engine noise shall not exceed 98 dB at 3 meters on the slow response "A Weighted" scale. Noise tests shall be made by a Field Safety Officer using LFE equipment.
8. No armed electric motors are allowed in the pits. Electric motors shall not be armed until aircraft is at a flight station and shall be disarmed prior to return from the flight station.
9. Courtesy and concern for others shall be the rule at all times.

Flight Line

1. Every member and guest must read, understand, and comply with the Official AMA National Model Safety Code.
2. Except for special club events, as determined by the Board of Directors, no more than four aircraft shall be in the air at a time. Fixed wing aircraft have priority to fly until 11 am.
3. Engines shall be started on the pads located at each pilot station, or the engine startup stands, and be restrained by the mechanisms provided or by the pilot's helper.
4. Taxiing is allowed South of the start up pads only. Take-offs and landings shall originate from the active runway using the currently established pattern, left hand to the west, or right hand to the east.
5. Flying North (toward Raymond Road and the Pit Area) of the runway's northern edge and its east-west extension is prohibited.
6. Engine run-up area behind the tool shed shall be used for all engine break-in and tuning.

Right-of- Way

Pilots shall clearly announce their intent. Orders of precedence highest to lowest are:

- Emergency Landing - "Emergency Landing, left to right (or right to left)!"
- Dead Stick Landing or Glider - "Dead Stick, left to right (or right to left)!"
- Retrieving Aircraft or Debris - "On the runway" – Then – "Clear, or Off the Runway"!
- Routine Landing – "Landing, left to right (or right to left)!"
- Landing Practice – "Touch and Go, left to right (or right to left)!"
- Taking Off – "Coming Out" or "Taking Off, left to right (or right to left)!"

Frequency Control

1. Radio transmitters shall conform to the "narrow band" specification per current FCC definition and be operated under the current AMA Rules and Guidelines Applicable to RC.
2. All 72MHz Transmitters at the field shall be placed, switch-off, in the impound area. 72MHz transmitter shall never be switched on or leave the impound area unless the "frequency pin" is clipped to the antenna, and the pilot's ID pin with name and channel number is placed in the appropriate position on the frequency control board. Immediately after flying, 72MHz transmitters shall be replaced in the impound area and the "frequency pin" returned to its place. 2.4 GHz transmitters are not required to be in the impound area when not in use. Prohibited channels are clearly marked on the frequency board.

Flight Certification and Training

1. Members shall demonstrate flight proficiency in compliance with the LFE Flight Instruction Manual. Flight proficiency of guests is the sole responsibility of the sponsoring member.
2. All flight instruction shall be coordinated with the Chief Flight Instructor and be provided by an endorsed Instructor.

Enforcement

1. In the event of any unsafe activity not covered by these Rules, the determination of its merit and any corrective action required shall be at the discretion of a Safety Officer or a consensus of witnessing members.
2. Violations of these Rules, when observed by a Safety Officer or two or more club members, must be brought to the attention of the violator. Repeated violations may be grounds for suspension of flying privileges.