
The operation policies of the Valley Forge Signal Seekers (VFSS) are stated here in the VFSS Field Management Guide (FMG). Our dedication to the safety of our club members, the park visitors, and surrounding neighbors is paramount, and required by Academy of Model Aeronautics (AMA) guidelines. As a Pilot you must register with the FAA UAS process at FAA.gov.

GENERAL

1. When flying at VFSS field, pilots must have their AMA membership card and either a valid VFSS membership card or valid park day pass **CLIPPED TO CLOTHING IN A VISIBLE AREA.**
2. A Day Pass may only be issued by a BOG member or Flight Instructor.
3. All VFSS members are responsible to take effective action at the field to assure compliance with the field rules contained herein.
4. VFSS objective is to allow club members and authorized guests the privilege of enjoying the R/C hobby with maximum emphasis on safety and noise control in a manner that is safe and also considerate of our neighbors.
5. While this guide sets forth the club rules for our enjoyment with safety objectives, nothing herein should be taken as overruling good common sense and basic courtesy.
6. Model operation must be in accordance with the official Academy of Model Aeronautics (AMA) Safety Code.
7. Pilot's name AMA & FAA number must be affixed in or on the model.
8. VFSS highly recommends the use of a Spotter/Safety Observer (S/SO). The S/SO should alert the pilot of any potential violation of AMA Safety Code or VFSS FMG and help the flying pilot stay aware of other aircraft operation and location.
9. VFSS members (including student pilots who have been briefed on and are familiar with the AMA Safety Code, the VFSS FMG, and Flight Operations Area or "box") are qualified to be S/SO.
10. An accident involving any personal injury or any damage to property not owned by a VFSS club member, other than model aircraft, shall be reported to a Park Ranger immediately. Each pilot involved shall notify the club president, or next ranking club officer available, via telephone call as soon as possible (not more than 24 hours). A VFSS Accident/Incident Report form shall be completed by each pilot involved and sent to the club president within 7 days.
11. All serious safety incidents and crashes/uncontrolled landing outside the field boundary ("flight box") shall be recorded on a VFSS Accident/Incident Report form by each pilot involved and sent to the club president within 7 days. The pilot(s) involved shall notify the club president, or next ranking club officer available, by telephone call as soon as possible (not more than 24 hours). The club president shall provide an accident/incident report to Park authorities when required.

SAFETY

1. At all model flying occasions a single straight line must be established, one side of which is for flying, with the other side for spectators. Only those persons essential to the flight operations are to be permitted on the flying side of the line and all others must be on the spectator's' side.
2. Intentional flying of powered aircraft outside of the designated boundaries of the flying field is prohibited. Refer to the field plan.
3. Only qualified pilots are permitted to fly without assistance.
4. Nonqualified VFSS pilots may fly only with the assistance of a VFSS Authorized instructor. Contacting Instructors is done on the club website under training.
5. Aircraft engines shall be started with the nose of the aircraft pointed toward the runway. Do not direct the exhaust at personnel or another aircraft. The use of a restraint or tie down is required during engine starting.
6. All aircraft must be physically restrained (i.e., carried or guided by a hand on the plane) while moving from the pit area to the runway edge for takeoff and return from the runway to the pits after flight. **TAXIING IN THE PITS IS POSITIVELY PROHIBITED.**
7. Engines started and operated in the pit area must be positioned to prevent exhaust oils from accumulating on other models, equipment, or parked automobiles.
8. Winch turnarounds and Hi-start stakes must be marked with a pole and flag. When flying gliders, spectators remain behind pit areas.
9. In the interest of safety, any club member has the authority to question the pilot capability of a day pass pilot.
10. Do not bring more than 5 gallons of fuel (per member) to the field. (Park rule)
11. All flight operations will be limited to times when there is no presence or threat of lightning or thunderstorms and no presence of excessive wind greater than 15 mph.
12. **DO NOT YELL CORRECTIONS TO PILOTS FROM THE PITS.** Speak to them when they are off the flightline.
13. Any pilot flying at the VFSS flying field and found to be in noncompliance with any of the VFSS Field Management Guide SAFETY RULES and/or AMA Safety Code by any club members at the field will be courteously approached and warned. Further noncompliance will result in a request for the offending pilot to suspend their flight privileges for the day. A club grievance form (available on the website) shall be completed per the FMG and the club president will be notified of the incident as soon as possible. *If the offending pilot becomes uncooperative, abusive, threatening, etc., the park rangers will be called to the field.*

a. IMMEDIATE FLIGHT SUSPENSIONS

Although at any time any club member can complete a grievance form and request flight privilege suspensions, any Officers, a BOG Member, or in the absence of a BOG member, any 3 members present at the field whom agree that a violation or unsafe operation has occurred or is occurring may revoke a member's flight privileges (after a warning is not heeded) on the spot for the balance of the day, pending a BOG resolution on the matter. The revoking members must observe the infraction in person and not act upon hearsay and an Officer is to be notified as soon as possible.

RADIO FREQUENCY AND TRANSMITTER CONTROL

1. The VFSS membership card or day pass is used identify the pilot.
2. VFSS highly recommends the use of 2.4ghz radio equipment.
3. Pilots using 72mhz must have the correct frequency control pin attached to their transmitter antenna prior to turning on the transmitter.
4. 27 MHZ band frequencies may NOT be used for control of model aircraft at VFSS field.
5. Membership credentials are to be clipped to your clothing in a visible area.

DRONE & FPV FLIGHT RESTRICTIONS

1. First Person View (FPV) refers to the operation of a radio controlled (RC) model aircraft using an onboard camera's cockpit view to orient and control the aircraft.
2. All persons flying quad/drone type aircraft at VFSS must have fixed wing training & skills.
3. A spotter and master controller must be used. The pilot using the FPV goggles must fly on the secondary buddy box.
4. An FPV Spotter is an experienced AMA RC pilot who has been briefed by the FPV pilot on the tasks, responsibilities and procedures involved in being a spotter; is capable and mature enough to perform the duties and is able to assume conventional Visual Line Of Sight (VLOS) control of the aircraft.
5. All quad/drone flights must be within VLOS. (VLOS is the distance at which the pilot is able to maintain visual contact with the aircraft and determine its orientation without enhancements other than corrective lenses) and within the flight boundaries.
6. At NO time are rotorcraft flights to occur in the pit area! Use ONLY the helicopter circle or the field. When on the field you must observe the traffic pattern and yield to fixed wing aircraft.

TRAFFIC CONTROL

1. Fuel powered aircraft operation is prohibited prior to 1PM on Sundays and prior to 9AM on all other days. Electric powered aircraft & Gliders are exempt and may fly from dawn to dusk.
2. There are six (6) powered aircraft flying spots on the flight line and a helicopter circle near the south west corner of the runway. All aircraft flight shall be controlled from one of the six (6) points on the designated flight line adjacent to the runway. Small electric powered models may be flown in the helicopter circle after alerting pilots using the six primary flight positions. Position six at the far West end of the pits shall give priority to bungee launch and glider staging.
3. Each pilot shall verify runway and airspace clearance and call out intention to take off prior to aircraft entry onto the runway. LOOK BOTH WAYS!! Landing aircraft shall have precedence over take off aircraft in the following priority:
 - a. Dead stick powered aircraft
 - b. Sailplanes
 - c. All other
4. All aircraft shall takeoff and NORMALLY land (dead stick is a non-normal exception for safety) in accordance with a left or right hand AMA traffic pattern approach in front of and parallel to the flight line. **Wind conditions shall determine the takeoff and approach direction to be used by all pilots.**
The default pattern is right to left in calm wind.
5. Each pilot shall announce to others on the flight line his or her intention to land.
6. Aircraft stalled on the runway should be retrieved as quickly as possible. Intention to walk across the runway for aircraft retrieval shall be announced to others on the flight line prior to runway entry.
7. Starting engines on the runway or in the access lanes to the runway is prohibited except for aircraft equipped with an onboard starter.
8. All hand launched airplanes flown from the six primary flight positions will use the most up wind field position available.
9. If other airplanes are airborne, all aerobatics and high speed passes (HSP) must be performed above and to the North side of the runway.
 - A High Speed Pass is defined as wide open throttle on your aircraft
 - a. The HSP must be with the current traffic pattern direction (upwind).
 - b. HSP's should favor the North side of the runway but it does not have to be over the weeds.
 - c. An HSP should be at a minimum of 50 feet altitude to avoid interference with aircraft taking off and landing.
 - d. You can not continually fly upwind then downwind over the field when others are in the air.
 - e. When only 1 or 2 pilots are flying and the field is clear, low HSP's over the runway centerline are permitted.

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10. Simultaneous operation of powered aircraft and sailplanes demands extra consideration and vigilance on the part of all pilots. To achieve the most compatible mixed operations, it is recommended that when there are powered aircraft on the flight line that:
 - a. Sailplane launches and flight operations shall be conducted from the powered aircraft flight line at the western boundary of the runway. Gliders must cohabitate the field with other powered aircraft.
 - b. Sailplane landing approach pattern shall be compatible with that for powered aircraft and with landing targeted for the western end of the runway.
 - c. Powered aircraft maintain reasonable flight path separation from sailplane operations.
 11. Operation of helicopters demands extra consideration and vigilance of all pilots on the flight line. To minimize conflicts it is recommended that the helicopter hovering operations be conducted in the helicopter flight circle. If flying the pattern or 3D then from the flight line.
 12. One pilot and one spotter (S/SO) per position are NORMALLY allowed on flight line.
 13. Student pilots will be identified by wearing a yellow safety vest so that other pilots will know someone is being trained. Pilots are to give way and courtesy to the Instructors by avoiding 3D maneuvers and high speed passes while a training session is in progress. **UNDER NO CIRCUMSTANCES ARE YOU TO INTERRUPT, REPRIMAND OR OTHERWISE INTERFERE WITH AN INSTRUCTOR WHILE HE IS ON THE FLIGHT LINE WITH A STUDENT.**

SOUND CONTROL

1. All reciprocating and eccentric (Wankel, etc) gasoline and glow fuel aircraft engines with a displacement greater than .051 cubic inch must be equipped with an effective muffler.
2. Engines should be ready to run when brought to the field. The field shall not be used for engine break-in or prolonged runs for initial setup.
3. Noise levels shall not exceed an average of 96 db measured nine (9) feet from aircraft. To measure sound level, the aircraft engine shall be above the centered PVC cap buried in the ground at the engine sound measurement site and the sound meter reading shall be recorded at each of the other.
4. PVC caps with the aircraft nose pointed at the north cap. Only the newer club owned Db meters will be used. If you feel a plane is too loud you may inform the Safety Officer. Do not intervene on your own.

SPECTATOR CONTROL

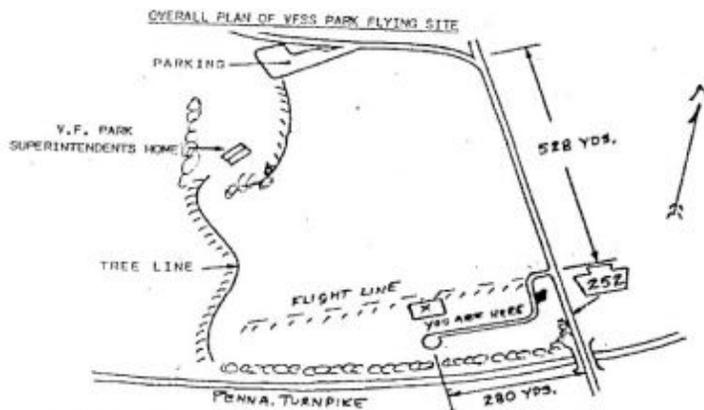
All pilots are responsible for:

1. Ensuring that spectators remain behind the pit area.
2. Posting the signs and roping off an area behind the pit area when necessary to define the spectator area.
3. Keeping visitors and children off the flight and out of the pits.
4. DO NOT allow non-members access to the FLIGHT LINE.

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ALL FLIGHT OPERATIONS ARE TO BE CONFINED WITHIN AN AREA BOUNDED BY: ROUTE 252 to the NORTH and the EAST, FLIGHT LINE TO THE SOUTH and the TREE LINE and RESTRICTED ZONE AROUND THE PARK SUPERINTENDENTS HOME to the NORTH

