



COLONIAL VIRGINIA AEROMODELERS

POLICIES AND OPERATIONAL PROCEDURES

PURPOSE. To provide a consolidated list of the policies and procedures governing activities at the Colonial Virginia Aeromodelers (CVA) flying site.

SCOPE. These policies and procedures apply to all members, guests, and visitors at the CVA flying site.

PILOT PROFICIENCY. CVA does not have a pilot certification program requiring demonstration of proficiency before a pilot is given the privilege of using the Club's flying site. Nevertheless, if a pilot is new or is returning after a long break in flying, the Club urges the pilot to ask for help. Both the Training and Safety officers are available to provide assistance. Flying alone is permitted. The Club, however, recommends all pilots should have someone with them while flying; injuries can occur and are best addressed when at least two people are present. Operation of aircraft is not permitted if the pilot is under the influence of alcohol or any substance that interferes with the pilot's operational judgment or effectiveness.

FLIGHT OPERATIONS AND POLICIES

General Policies.

- Aircraft will not be operated in a careless or reckless manner.
- When flying, all pilots will be separated by 25 feet. Up to four pilots may fly at one time, with each pilot standing in one of the four pilot stations. Exceptions to this rule are permitted during events or when all pilots agree to the exception.
- Communication with other pilots on the flight line is critical. Intentions should be loudly announced ("Taking off", "landing", etc.)
- "Dead stick" and landing aircraft always have priority on using the runway.
- Pilots should announce when they are going on to the runway and when they clear the runway.
- Pilots shall fly their aircraft only in designated club airspace. Flying over the flight line, pit areas, and spectator areas is prohibited.
- All model aircraft shall be flown at an altitude of 400 feet or less.

- Night flying is permissible at speeds under 100mph and only if the aircraft is equipped with lighting systems that show the aircraft's altitude and direction of flight.
- All pilots shall use radio equipment operating on FCC-authorized frequencies identified for use of model aircraft. (Note: Some frequencies may require additional licensing by the FCC.)
- Children under twelve are not permitted on the flight line unless under the direct supervision of a club member.
- Aircraft may not be operated if a Notice to Airmen (NOTAM) has been issued restricting flight at the CVA flying site. Because of the proximity of Fort Eustis, Langley AFB, Colonial Williamsburg and the Williamsburg Jamestown Airport, NOTAM's are periodically issued that govern the CVA flying site. The Federal Government uses the App, "B4UFLY", to provide information on airspace restrictions.
- The flying weight of all model aircraft shall be less than 55 lbs. unless granted a waiver by the Academy of Model Aeronautics (AMA). A copy of the waiver shall be available while flying at the CVA flying site.
- The use of metal blade propellers, gaseous boosts other than air, and fuels containing hydrazine or tetranitromethane is prohibited.
- The use of onboard pyrotechnic devices that burn or propel an object of any kind is prohibited.

Flight Operations--Main Runway.

Normal Operations.

- Four pilots – Normally a maximum of four pilots are allowed in the air on the main runway with each pilot standing in a pilot station. Exceptions to this rule may be allowed during events or with the agreement of all pilots on the flight line.
- Flight direction – If there is a consistent wind, the pilot should fly a traffic pattern with the takeoff into the wind with a turn away from the parking area, flight parallel to the runway and then a turn back to again fly over the runway. If the wind is not consistent or there is no wind, the first pilot establishes the traffic pattern.
- Taxi rules – Fuel power airplanes should be started in the pit area and restrained. Taxi out using either of the taxi ways to the left and right of the pilot stations. When returning to the pits, engines should be stopped at the green fence before entering the Pit Area.
- Helicopter or Multicopter flying – These aircraft may fly in the main flight area during Normal Flight Operations if they operate in accordance with the "racetrack". Further, if the multicopter is flying First Person View (FPV) in the main flight area, a spotter is required. A multicopter must fly in accordance with Unique Flight Operations (see below) if they are flying FPV without a spotter or not flying in accordance with the "racetrack" in the main flight area.

Unique Flight Operations.

There will be occasions for flying other than under Normal Flight Operations. Several of those occasions involve Unique Flight Operations. Pilots wishing to fly under these circumstances should request a short time window with the pilots in the pit area so that Normal Flight Operations are paused. Extra communication among pilots is expected. Examples of Unique Flight Operations include:

Pattern flying – This requires pilots to fly back and forth at a fixed distance and not follow the normal racetrack.

- 1) 3D flying – May include hovering and tight maneuvers that would be hazardous when other pilots are flying the racetrack.
- 2) Glider flying – The racetrack is not appropriate for gliders. These flights may be integrated into normal operations if all pilots on the flight line agree.
- 3) Helicopter or Quad (Multicopter) flying – These aircraft may fly during normal operations if they fly the traffic pattern. Otherwise, they should fly under unique operations and if the quad is operating FPV, then a spotter is required.
- 4) Combat – The group of participants will decide where the pilots will stand and define the flight and no-flight zones.

Exclusive Flight Operations.

Pilots wishing to have exclusive use of the field for a short time period should request that the pilots in the pit area pause Normal Flight Operations. This would be appropriate for:

- 1) Flight testing a new or recently repaired airplane.
- 2) Flying a large or expensive airplane.
- 3) Flying an unconventional aircraft.

Flight Operations-- Quad Area.

To the left of the parking area and pit area is a space for flying FPV quadcopters. Quads can fly concurrently with the airplanes on the main runway and do not count in the 4-pilot rule. Pilots should have a spotter and must stay away from the main runway if planes are flying.

ENFORCEMENT. Safety is everyone's responsibility. Failure to comply with these policies and procedures can result in serious injury or even death.

Any member observing behavior by an individual that is in violation of these procedures should *politely* inform the individual of their non-compliance, if they are comfortable doing so. The member may elect to informally advise a club officer of the incident.

Be alert. Be diligent. Be safe!

If you have any questions, please contact John Backes, jb753@cox.net, 757-876-1241

