



**JEFCO AEROMOD' LERS
A PARKS PARTNER**



**A COOPERATIVE
PARTNERSHIP WITH
CHATFIELD STATE PARK**

FIELD SAFETY & OPERATIONS MANUAL 2014

V4.2 04/29/14

CHATFIELD RADIO CONTROL MODEL AERODROME

FUNDED, OPERATED & MAINTAINED BY THE

JEFCO AEROMOD' LERS

P.O. Box 621156
Littleton, Colorado, 80162-1156

www.jefcoeromodlers.org

AMA SANCTIONED #176
PRESENTED THE AMA AWARD OF EXCELLENCE CLUB

PRESENTED THE FIRST "PARKS PARTNERS" AWARD GIVEN BY
THE COLORADO DIVISION OF PARKS & OUTDOOR RECREATION

**All pilots must display a current AMA membership card while using the
Chatfield Radio Control Aerodrome.**

OPERATION REQUIREMENTS

1. ALL FLIERS USING THIS FACILITY WILL ABIDE BY THE COLORADO PARKS and WILDLIFE RULES & REGULATIONS & THE FIELD SAFETY & OPERATIONS MANUAL OF THE JEFKO AEROMOD'LERS CLUB AMA #176.

EXPLANATION: The Jefco Aeromod'lers Club AMA #176 has a signed agreement through the State of Colorado, Department of Natural Resources, Colorado Parks and Wildlife to enforce Field Operation Guidelines. Any pilot with a current AMA license may use this facility. That pilot must fly according to AMA Safety Code & Jefco Aeromod'lers Field Safety Operations Rules. Being a member of Jefco Aeromod'lers Club is not mandatory. If you do not have a valid AMA license you may use a visitor pass available thru any Jefco member. A visitor pass is valid for five visits to the field; this gives ample time to obtain an AMA license.

2. ALCOHOLIC BEVERAGES ARE PROHIBITED ON THE FLIGHT LINE SIDE OF THE SPECTATOR FENCE.

EXPLANATION: Only alcohol containing 3.2% alcohol is permitted on park property. Possession of alcoholic beverages by anyone under 21 years of age is prohibited. **Alcoholic beverages are not permitted on the flight line side of the spectator fence.**

3. 2.4 GHZ FREQUENCIES IS THE CURRENT PREFERRED OPERATING SYSTEM. PILOTS USING 50,53 and 72 MHZ MUST PIN UP ON THE CORRECT FREQUENCY PIN.

4. THERE SHALL BE NO MODEL ENGINES RUN OR AIRCRAFT FLOWN BEFORE 7:00 A.M. OR 30 MINUTES AFTER SUNDOWN.

EXPLANATION: WARNING...PARK RANGERS ISSUE TICKETS! The Chatfield State Park is used by many other people besides modelers. Overnight campers have facilities with 1/4 mile of our flying site. We have made an agreement with the parks department not to produce any model engine noise during curfew hours!

5. ANY MODEL FLOWN AT THIS SITE SHOULD NOT EXCEED THE CURRENT POSTED SOUND LEVEL.

EXPLANATION: The current suggested sound level limit is 90 db. Jefco has installed a state of the art sound meter. Operation instructions are on the unit. We have an active sound monitoring program, which will enable you to design your engine installations for lowest optimal sound levels.

6. NOTICE TO TURBINE PILOTS.

Pilots flying axial or centrifugal flow turbines must have a current AMA turbine waiver, and have it in their possession. Turbine aircraft must be started in one the far west startup areas.

FIELD SAFETY OPERATIONS RULES, EXPANDED

1. FLIERS MUST HAVE AN AMA LICENSE VISIBLE TO ALL PILOTS AND MUST FLY ACCORDING TO THE AMA SAFETY CODE AND JEFKO AEROMOD'LERS FIELD SAFETY OPERATION GUIDELINES.

EXPLANATION: Colorado Parks and Wildlife require all pilots that use Chatfield Aerodrome fly according to the AMA SAFETY CODE & JEFKO AEROMOD'LERS FIELD SAFETY & OPERATION GUIDELINES. Being a member of Jefco Aeromod'lers is not mandatory.

Failure to comply with the posted regulations could lead to denial of usage of this Colorado Parks and Wildlife facility.

2. RECKLESS OR UNSAFE FLYING WILL NOT BE TOLERATED. ALL FLIERS ARE REQUIRED TO OPERATE THEIR AIRCRAFT IN A SAFE MANNER AT ALL TIMES.

If unsafe flying is observed it is the policy of the Jefco Aeromod'lers Club to have two club members approach the pilot in a calm and controlled manner and explain the rule violation. It is preferred to do this in a manner that is as unobtrusive as possible. If the pilot becomes aggressive and/or uncooperative the park rangers should be called.

3. DO NOT ORIENT YOUR AIRCRAFT IN SUSTAINED FLIGHT TOWARDS THE PITS AND/OR SPECTATOR AREA.

4. NO PERSON SHALL POSITION THEMSELVES ON OR NEAR THE FLYING FIELD IN A MANNER THAT WOULD BE OBSTRUCTIVE OR HAZARDOUS TO THEMSELVES OR OTHERS FLYING.

EXPLANATION: When retrieving a model from an active flight area, make sure all pilots flying are aware of your intentions, retrieve the model quickly, and inform other pilots when you are clear of the danger areas. Remember COMMUNICATE! Pilots should be aware of what's happening on the ground as much as possible. It is suggested that every pilot have one observer with them while on the flight line. Spectators shall remain behind the fence.

5. ONLY ONE RUNWAY WILL BE ACTIVE AT ANY TIME

EXPLANATION: The active runway shall be determined by fixed wing pilots according to the current wind conditions. The intent here is to have all fixed wing pilots operating out of one pilot box so communication and safety can be maintained. This means all fixed wing flights; even hand launched powered gliders and park flyers. Helicopter pilots shall use one of the two helicopter areas on the unused runway. (Refer to diagrams on back cover).

6. INEXPERIENCED FLIERS MUST BE SUPERVISED BY SOMEONE ABLE TO MAINTAIN COMPLETE CONTROL OF THE AIRCRAFT AT ALL TIMES.

EXPLANATION: Student pilots must have experienced supervision. That supervisor must be familiar with the field operating rules. Jefco has an excellent instructional program that runs from April through September each year. Experienced pilots are present most all times and generally are willing to help.

In the instructional off-season, it is advisable to prearrange instruction with an experienced pilot so your time and others is conserved!

FIELD COURTESY ASSUMES 20 MINUTES PER FLIGHT!!

7. THERE WILL BE NO SUSTAINED HIGH-SPEED ENGINE RUNNING IN THE PIT AREA.

8. ALL AIRCRAFT WILL BE FLOWN SO AS TO CONFORM TO THE AUTHORIZED POSTED FLIGHT AREAS.

REFER TO RULES 17-A AND 17-B. ALSO SEE BACK COVER PAGE DIAGRAMS.

Never fly over the southwest quadrant (NO FLY ZONE)

Never make high-speed, low passes over or across the active runway!

**No fixed-wing aircraft are allowed in heli's airspace at any time!
(Micro airplanes may be flown in the helicopter area if no helicopters are present)**

NOTE: THERE ARE CAMPGROUNDS TO THE NORTH AND WEST WITHIN ¼ MILE. DO NOT FLY NORTH OF THE PINE TREE ROW OR WEST OF THE 3 WHITE MARKER SIGNS!

9. WHEN ON THE TAXIWAY, THE PILOT MUST BE IN POSITION TO RETAIN PHYSICAL CONTROL OF THE AIRCRAFT AT ALL TIMES. NEVER BE AFRAID TO ASK FOR ASSISTANCE/HELP IN PHYSICALLY CONTROLLING AN AIRCRAFT.

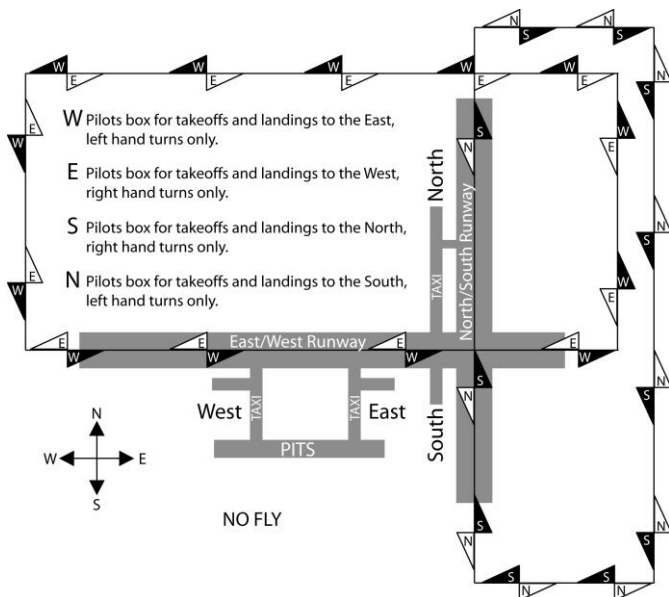
ABSOLUTELY NO HELICOPTER AIR TAXIING! HELI'S MUST BE CARRIED OUT TO THE HELI FLIGHT AREA.

10. ALL TAKE-OFFS, LANDING AND HAND LAUNCHES WILL BE IN THE DIRECTION OF THE ESTABLISHED TRAFFIC PATTERN USING THE ACTIVE RUNWAY.

EXPLANATION:

1. If the active runway is East (takeoffs, landings East), the traffic pattern is Left-hand turns only.
2. If the active runway is West (takeoffs, landings West), the traffic pattern is Right-hand turns only.
3. If the active runway is North, (takeoffs, landings North), the pattern is Right-hand turns only.
4. If the active runway is South (takeoffs, landings South), the pattern is Left-hand turns only.
5. The pilot(s) airborne determine the active runway.
6. All flying over the active runway will be in the direction of the established traffic pattern.

Remember COMMUNICATION is the key to safe flight line operation. Use your VOICE loudly, "Aircraft ready for takeoff", "Dead Stick", "Landing", "Low On Fuel", "Touch and Go", "Low Pass", etc.



THE TRAFFIC PATTERN DIAGRAM ABOVE IS NOT DRAWN TO SCALE.

11. ALL PILOTS WILL STAND IN THE DESIGNATED PILOT BOX, NEAREST THE APPROACH END OF THE ACTIVE RUNWAY, EXCEPT DURING TAKEOFF AND LANDING OPERATIONS.

EXPLANATION: You should learn to take off and land your airplane from the pilot's box (flight line). Ideally that would include all takeoff and landing operations. You are allowed to be on the runway for take-offs, maiden flights, hand launches, or just being unsure of the airplane or yourself. A step forward out of the flight area ½ way toward the runway, still keeps you in the safe zone, and is a very good form of VISUAL communication. Other pilots can see your movement forward and if they don't hear your voice communication they may cue on your movement.

NOTE: REFERENCE DIAGRAM SHOWS ALL PILOTS BOXES, N, E, S and W. DO NOT REMAIN OUT OF THE PILOT'S STANDING AREA FOR EXTENDED PERIODS OF TIME. FLYING FROM OTHER AREAS DOWN THE RUNWAY IS PROHIBITED & DANGEROUS.

COURTESY ALERT: PLEASE DON'T BLOCK THE VIEW OF WHEELCHAIR PILOTS.

12. EMERGENCY AND DEAD STICK LANDINGS HAVE PRIORITY OVER OTHER LANDING AIRCRAFT. ALL LANDING AIRCRAFT PILOTS MUST ANNOUNCE IN A LOUD VOICE THAT THEY ARE LANDING.

PILOTS READY FOR TAKEOFF MUST ASK IF IT IS CLEAR FOR TAKEOFF, IF PILOTS IN THE AIR SAY IT IS CLEAR, THEN YOU MAY PROCEED TO ENTER THE RUNWAY AND TAKEOFF.

EXPLANATION: Make sure that all other pilots know you are going out on the runway for takeoff. Remember COMMUNICATION is the key to safety out on the flight line and the runway.

13. SAILPLANE HI-START IS NOT AUTHORIZED FOR USE.

EXPLANATION: The high start launching system for sailplanes is not compatible with the space available at Chatfield Aerodrome. Some of the obvious reasons are wind conditions requiring frequent runway changes and "open as we can get it, airspace utilization system", that precludes fixed takeoff alignments

14. FIRST PERSON VIEW (FPV) IS NOT ALLOWED AT CHATFIELD.

15. HIGH-SPEED, LOW PASSES (150 FEET OR LESS) OVER OR ACROSS THE RUNWAY ARE PROHIBITED.

EXPLANATION: Our pilot's boxes are located within 10 feet of the edge of the runways. This close proximity, for obvious safety reasons, makes high speed low passes over the runway prohibited. Low speed, out of control landings is dangerous enough. High speed low passes are allowed if at least 25' beyond the far edge of the runway and at a minimum altitude of 50'.

CAUTION: Never attempt a high speed low pass without notifying all people on the flight line. Make SURE you know there are no people, animals, or anything living in harm's way (the path of the aircraft).

16. ALL FIXED-WING PILOTS SHALL NOT FLY INTO THE HELICOPTER FLYING AREA, WHETHER OR NOT HELICOPTERS ARE PRESENT.

NOTE: ONLY ONE HELICOPTER AREA ALLOWED ACTIVE AT ANY ONE TIME.

17. AUTHORIZED FLIGHT AREAS

17-A PRIMARY RULE- EXCEPT FOR LANDINGS AND TAKEOFFS, ALL FLYING MUST TAKE PLACE IN FRONT OF THE LINE FORMED BY THE FAR EDGE OF THE ACTIVE RUNWAY, EXTENDED TO INFINITY IN BOTH DIRECTIONS.

17-B SECONDARY RULE- UNDER "SPECIAL CIRCUMSTANCES", THE AUTHORIZED FLIGHT AREA MAY BE MODIFIED IN ACCORDANCE WITH THE DIAGRAMS AND DESCRIPTION ON THE BACK PAGE.

Explanation: 17-A is the AMA rule. 17-B was implemented to allow pilots to fly legally and more safely under certain circumstances such as the glaring sun in the mornings. Currently more than 95% of our flights fall under 17-A. It is recommended that we keep those to a maximum and fly using 17-A in an oval or rectangular race track pattern similar to the established take off and landing pattern on page 4. Rule 17 applies whether helicopters are flying or not. On the field the northwest corners of the heli areas are marked cones/flags to help identify boundary corners. Rule 17 identifies the inner flight deadlines. The outer limits remain unchanged as shown on the satellite map on the south side of the info board.

HELICOPTER SPECIFIC RULES

1. The authorized helicopter flying areas are the west or south end of the inactive runway.
 - A. When the east/west runway is active, helicopters must be flown from the south end of the north/south runway.
 - B. When the north/south runway is active, helicopters must be flown from the west end of the east/west runway. See diagrams on back page.

2. AIR-TAXING OF HELICOPTERS IS NOT ALLOWED. THEY MUST BE CARRIED TO THE DESIGNATED FLYING AREA

SMOKING IS DANGEROUS

Please do not light up or smoke within 25 feet of fuel storage containers. Smoking anywhere within impound/pit is not recommended!! Gasoline is Especially Dangerous.

SPECIAL SNOW DAY REGULATIONS

When there is enough snow on the ground to fly with skis and the runways are not plowed, pilots may choose to fly from the south east portion of the field. This area is the space immediately east of the main pit lane and west of the NS runway. It is important that all pilots remain in close proximity to each other. When the runways are plowed and fixed wing aircraft are ready to use the runway then all pilots must fly from the correct pilot box. Those flying with skis can use the far side of the runway for takeoffs and landings.

OTHER SAFEY NOTES

Please don't smoke near fuel containers. Smoking within the impound and pit is not recommended. A first aid kit is located on the center column of the shelter. Landline phones are located in the south/east gate station, at the campground check-in office located just north of our field, at the park office (the steel building just west of our field) and at the main entrance gate.

There are two fire carts with firefighting equipment available. They are usually in the storage building; many Jefco members have keys to the building. During events these carts will be located north of the shelter and can quickly be moved to a fire.

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2014

- A. GENERAL: A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.
 1. Model aircraft will not be flown:
 - (a) In a careless or reckless manner.
 - (b) At a location where model aircraft activities are prohibited.
 2. Model aircraft pilots will:

- (a) Yield the right of way to all human-carrying aircraft.
 - (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D.)
 - (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator.
 - (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
 - (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Airplane program. (AMA Document 520-A.)
 - (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors.)
 - (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
 - (h) Not operate model aircraft while under the influence of alcohol or while using any drug that could adversely affect the pilot's ability to safely control the model.
 - (i) Not operate model aircraft carrying pyrotechnic devices that explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
 Exceptions:
 - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
 - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
 - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document. (AMA Document #718.)
 - (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A.)
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
- (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
 - (b) An inexperienced pilot is assisted by an experienced pilot.

4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.
- B. RADIO CONTROL (RC)
1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
 2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
 3. At all flying sites a safety line(s) must be established in front of which all flying takes place. (AMA Document #706.)
 - (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
 - (b) At air shows or demonstrations, a straight safety line must be established.
 - (c) An area away from the safety line must be maintained for spectators.
 - (d) Intentional flying behind the safety line is prohibited.
 4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
 5. RC model aircraft will not knowingly operate within three (3) miles of any pre-existing flying site without a frequency-management agreement. (AMA Documents #922 and #923.)
 6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flightline.
 7. Under no circumstances may a pilot or other person touch an outdoor model aircraft in flight while it is still under power, except to divert it from striking an individual.
 8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times. Hand-held illumination systems are inadequate for night flying operations.
 9. The pilot of an RC model aircraft shall:
 - (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
 - (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.
 - (c) Fly using the assistance of autopilot or stabilization system only in accordance with the procedures outlined in AMA Document #560. **Currently, FPV flying is not allowed at Chatfield.**

C. FREE FLIGHT (Not Allowed at Chatfield)

1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

D. CONTROL LINE (Not Allowed At Chatfield)

1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
5. The flying area must be clear of all nonessential participants and spectators before the engine is started.

Specialized AMA Documents

Radio Control Combat #525, General Radio Control Racing #530, Giant Scale Radio Control Racing #515-A, Gas Turbine Operation (note, Special Waiver Required) #510-A, Park Flyer Safe Operating Recommendations #545, First Person View (FPV) Operations #550, Recommended Field Layout #706, Procedure for RF Interference Testing between Model Sites #922, Frequency Management Agreements #923, See and Avoid Guidance #540-D, Team AMA Air Show Safety Document # 718.

These special codes and appropriate documents may be obtained either from the AMA web site at www.modelaircraft.org or by contacting AMA Headquarters.

ACADEMY OF MODEL AERONAUTICS (AMA) INFO:

The Jefco Aeromod'lers Club #176 is chartered with the Academy of Model Aeronautics. AMA is located at 5161 E. Memorial Dr., Muncie, Indiana 47302, 1-800-I FLY AMA. AMA is the world's largest sport aviation organization. AMA membership provides you with insurance benefits and an informative monthly magazine "Model Aviation". AMA membership forms are available from local hobby shops and clubs.

JEFCO CLUB INFORMATION

Membership in the club is open to anyone who is a current AMA member and is interested in the building and/or flying of radio-controlled aircraft. The following are available to all club members. A monthly business meeting, with informative and constructive and/or entertaining programs. An informative monthly newsletter, THE JEFCO FLYER. A club badge, and yearly awards banquet. Flying events where participants compete for trophies and/or prizes. Paved runways and taxiways with concrete pit and ramp areas, East/west runway is 690' x 48' and north/south runway is 570' x 40'. An Instruction Program designed for beginning pilots to learn the basics of flying their own RC aircraft with Jefco Member Instructors who volunteer their time, talent and support. This program is available April thru September on

Thursdays, 5 p.m. till dark, weather permitting. All other days, arrangements may be made between student and instructor.

CLUB PURPOSE

To promote the building and flying of radio-controlled model aircraft; and to aid, insofar as possible, the national program of the Academy of Model Aeronautics (AMA) and other AMA activities—looking toward the continual advancement of modeling in the USA.

CLUB FLYING SITE

Our flying site, Chatfield Aerodrome, is located in the southeast area of Chatfield State Park, directly south of the campgrounds. The runways were paved in 1978, with monies raised by the club and matching funds from the Federal Government. Since then, the club has invested another \$110,000+ in additional improvements, plus an additional \$68,000 in 2009 for runway resurfacing. In July of 1989, our club was presented the first "Park Partners" award ever given by the Colorado Division of Parks and Outdoor Recreation for recognition of its outstanding efforts and contributions in making the flying field a reality. This further recognized the cooperative partnership existing between the club and the Division in promoting the sport of model airplanes and outdoor recreation at Chatfield State Park.

CLUB MEETINGS

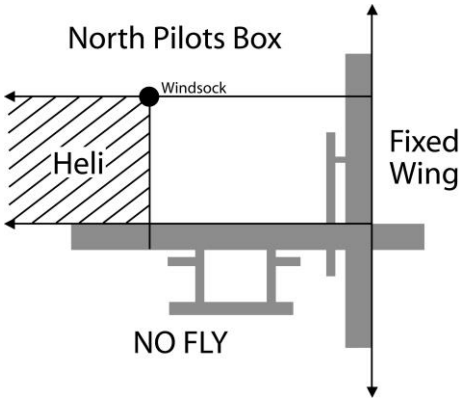
The Jefco Aeromod'lers Club meetings are held on the First Wednesday of every month at the Sheridan Middle School Cafeteria (northwest door), 4107 S. Federal Avenue. The business meeting begins at 7:00 p.m. with "Hangar Talk" and informal get-together before the meetings, beginning at 6:30 p.m., when the door is unlocked.

CLUB MEMBERSHIP DUES

- \$35 Annual Adult Membership which entitles the member and their family to join all club activities plus one vote.
- \$15 Annual Junior Membership entitles the member 19 years of age and under, all club privileges, plus one vote.
- \$15 Additional Membership for family member desiring voting privileges.
- \$25 Club Initiation Fee allocated to the runway maintenance fund, fee charged per household.
- \$15 Associate membership available for out-of-state members with no voting privileges.
- \$750 Lifetime membership

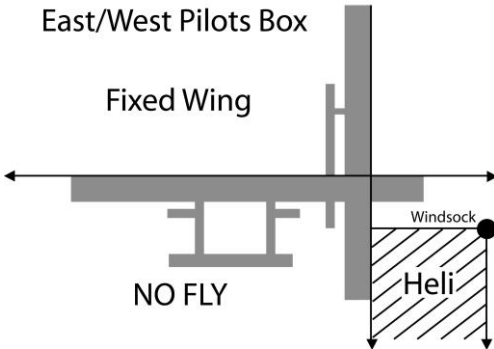
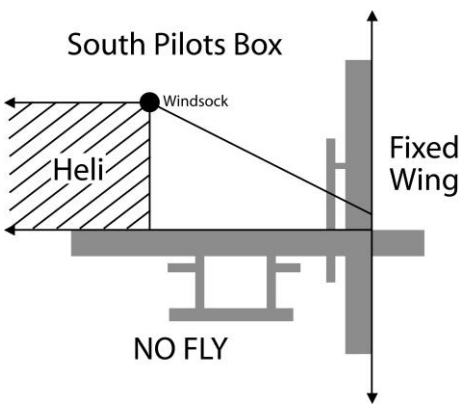
Jefco Aeromod'lers Home Page: www.jefcoaeromodlers.org
Wind Phone Line at Marina 303-399-3332

CHATFIELD AERODROME
RIGHT-OF-WAY RULES & DIAGRAMS



17-A PRIMARY RULE. Except for landings and takeoffs, all flying must take place in front of the line formed by the far edge of the active runways extended to the field boundaries in both directions.

17-B SECONDARY RULE. Under "Special Circumstances" the authorized flight area may be modified in accordance with the diagrams on this page.



TOP 11 SAFETY REGULATIONS

- #1 THE ACTIVE RUNWAY IS SELECTED BY THE FIXED WING PILOTS. THE HELICOPTER TAKEOFF AND LANDING AREA SHALL BE THE WEST OR SOUTH END OF THE UNUSED RUNWAY.
- #2 TAKEOFFS AND LANDINGS MUST BE FROM THE CORRECT PILOTS BOX AND FLOWN IN THE CORRECT DIRECTION. ANNOUNCE YOUR TAKEOFFS AND LANDING IN A LOUD VOICE.
- #3 DO NOT FLY OVER THE PITS, TAXI WAYS, SHELTERS, PARKING LOT, GUARD SHACK OR CAMPING GROUNDS.
- #4 NO HIGH SPEED LOW PASSES OR AEROBATICS OVER THE RUNWAYS. LOW PASSES AND AEROBATICS MUST BE 25 FEET BEYOND THE EDGE OF RUNWAY.
- #5 MUFFLERS ARE SUGGESTED ON ALL NITRO AND GAS ENGINES. THE RECOMMENDED NOISE LIMIT IS 90 db AT 9 FEET.
- #6 PILOTS FLYING AXIAL OR CENTRIFUGAL FLOW TURBINES MUST HAVE A CURRENT AMA TURBINE WAIVER, AND HAVE IT IN THEIR POSSESSION.
- #7 JETS MUST BE STARTED IN THE APPROVED JET STARTUP AREAS.
- #8 HELICOPTERS SHALL BE FLOWN FROM THE DEDICATED HELICOPTER AREAS. FIXED WING PILOTS DETERMINE ACTIVE RUNWAYS.
- #9 ELECTRIC POWERED AIRCRAFT AND GLIDERS SHALL FOLLOW ALL RULES OF FUEL POWERED AIRCRAFT.
- #10 NO HIGH SPEED ENGINE RUNNING IN THE PITS. USE THE AIRCRAFT RESTRAINT DEVICES ALONG THE TAXIWAYS.
- #11 THE FLYING OF FIRST PERSON VIEW (FPV) AIRCRAFT IS NOT ALLOWED AT CHATFIELD.