

Fox Valley Aero Club Field Rules

Fox Valley Aero Club (FVAC) wishes to assure a safe, courteous and fun flying environment for its members, guests and spectators. We require that all member and guest pilots adhere to the following rules. Members failing to willfully comply with the rules will be subject to progressive discipline in accordance with the Club's Constitution. Guests failing to willfully comply with the rules will have their flight privileges immediately revoked. Everyone's cooperation and support is greatly appreciated.

1. The Fox Valley Aero Club flying field is open 24 hours a day for flight activity. All aircraft are permitted to fly from sunrise to sunset. Pilots with loud aircraft should be considerate of our neighbors and use discretion as to how early they start flying. If provided with appropriate on-board illumination, electric aircraft are also permitted to fly between sunset and sunrise.
2. To fly at the FVAC field, pilots must be a current FVAC member and must have in their possession a current AMA Adult or Youth membership card, and if a turbine pilot, a current AMA 'Turbine Waiver' endorsement. FVAC member pilots who do not have a current AMA membership are only permitted to fly on a buddy box with another FVAC pilot that has a current AMA membership. A 'Park Pilot Program' AMA membership is not sufficient to be eligible to fly at the FVAC field.
3. Guests that have a current AMA Adult or Youth membership are permitted to fly at the FVAC field if invited by and accompanied by a current FVAC member who has a current AMA Adult membership. Guests that do not have a current AMA Adult or Youth membership are permitted to fly at the FVAC field on a 'buddy box' if invited by a current FVAC member who has a current AMA Adult membership. The inviting member in this case must be the pilot in command using the buddy box setup. A guest may fly at the FVAC field for three days total, after which they are required to join the FVAC to maintain flying privileges at the FVAC field. FVAC members are allowed one guest flying at a time, as the guest must be under the FVAC member's direct supervision while they are flying (the FVAC member must spot for their guest). The FVAC member who invites a guest is responsible for ensuring that the guest is knowledgeable of and complies with the AMA safety code and the FVAC Field Rules including field procedures and restrictions. It is also recommended that the FVAC member perform a safety inspection of the guest's aircraft prior to the first flight at our field. **GUESTS ARE NOT PERMITTED TO FLY TURBINE POWERED AIRCRAFT AT THE FVAC FIELD EXCEPT AS FOLLOWS:** Non FVAC member pilots who are current AMA Adult or Youth members and have a current 'Turbine Waiver' endorsement if a turbine pilot, are welcome to fly at all AMA sanctioned and club events where there is an open invitation to guests.
4. Introductory Pilot Program – Student pilots who are enrolled as an AMA Introductory Pilot by one of the FVAC Introductory Pilot Instructors as well as student pilots who are already AMA members may fly at the FVAC field for 60 consecutive days starting from their first lesson as an Introductory or student Pilot. These student pilots must be under the close supervision of their FVAC Introductory Pilot Instructor. At the conclusion of the 60-day period, the student pilot is required to join the FVAC to maintain any further flying privileges at the FVAC field.
5. At all times, pilots shall adhere to the Academy of Model Aeronautics (AMA) Safety Code.
6. All pilots not utilizing 2.4 GHz radios shall obtain an appropriate frequency pin from the frequency box. Pilots shall not fly without the pin in their possession.
7. Starting and running your engine in the grass area directly in front of the pavilion is prohibited. No models shall be started/energized within the confines of the pavilion at any time when the thrust generating implement is attached (propeller, rotor blades, fan).
8. Before maiden or re-maiden flight, all models shall undergo a thorough pre-flight inspection for airworthiness by the aircraft owner. Thereafter, aircraft owners shall perform a periodic inspection of their models to ensure continued airworthiness. When the gun range is active (red flag posted) pilots performing a maiden or re-maiden flight of aircraft, equipment or software revision must take off to the west and attempt to keep the flight pattern on the west half of the field until the aircraft proves to be in control and operating sufficiently for safe flight.
9. Engine tuning other than a brief high-speed tweak, and all break-in running is not permitted in the pit area and shall occur only in the designated areas. All engine run-ups shall be done with the aircraft restrained.
10. No taxi of planes in the pit area. Plane movement in the pit area must be restrained by the pilot or spotter.
11. Pilots are expected to fly responsibly at all times. If at any time a person's safety or property is at risk, a pilot is expected to sacrifice their model to avoid causing injury or property damage.
12. All pilots must fly from behind the East-West safety nets. Standing in front of the safety nets while flying or spotting for a pilot is not permitted. Spotters are not required for everyday flying, but pilots are encouraged to use one whenever possible.
13. Spotters shall be completely focused on their responsibilities. Spotters shall not use their cell phone or take pictures. They must be focused on all airborne traffic and communicating the status of other aircraft to their pilot.
14. All pilots shall call out to other pilots their intentions for take-off, touch-n-go, low pass and landing. Constant communication between pilots is key to avoiding collisions.
15. Take-off is permitted East/West from the paved runway or grass runway; from each taxiway facing in a southern direction and from the grass in a southern direction in front of the pilot stations. Landings are permitted only to the East/West on the paved runway or the grass runway.
16. Pilots shall operate their models within the flight envelope. The flight envelope is as follows:
 - North Boundary - The paved runway.
 - West Boundary - The first tree line to the West.
 - East Boundary – The west (closest) gun range berm.
 - South Boundary - There is no boundary line to the South; however, good judgment should be exercised not to go out too far.Pilots who have difficulty flying within the flight envelope should fly with an experienced spotter.
17. Pilots who are flying without any other aircraft flying may set their own flight direction and pattern, including aerobatic routines. If two or more aircraft are flying at the same time, all pilots must fly a typical rectangular pattern with the direction down the runway set so that the aircraft are flying into the wind if possible. This rectangular pattern will have minimum east and west boundaries of the far edge of the east and west taxiways. Pilots must fly parallel to the runway whenever they are inside of these minimum boundaries. The direction will be indicated by the pattern direction arrow posted at the center of the flight station area. If agreed upon between the pilots flying the pattern and the aerobatic pilot, an aerobatic pilot may fly aerobatic routines that do not conform to the pattern being flown. These routines should be to the south and at a much higher altitude than the planes in the pattern being flown.
18. First Person View (FPV) flying with goggles is permitted only when the primary pilot is accompanied by another pilot with a current AMA Adult or Youth membership who is proficient at flying the FPV aircraft. The secondary pilot must act as the spotter for the primary pilot and must maintain the aircraft within his unaided line-of-sight at all times. If at any time, the primary pilot loses orientation, or the spotter sees that the aircraft is in danger of coming into contact with something that the primary pilot cannot see through the goggles, the spotter is responsible to take control of the aircraft immediately until the primary pilot can safely retake control. The two pilots may use either the 'buddy-box method' or the 'radio transfer method'.
19. Rotary Wing Aircraft pilots may elect to fly from one of the flight stations if able to comply with rules 12-17. If flying the pattern with multiple aircraft, it is very important that rotary wing pilots remain in the pattern while coming in to land. The rotary wing pilot should bring their aircraft down the runway while descending to a few feet of altitude, and then hover land. It is very important that these pilots let all other flying pilots know their intentions before landing, so the other pilots will know that the rotary wing aircraft will be hovering over the runway. **THE PREFERRED AREA FOR ROTARY WING AIRCRAFT TO FLY IN IS THE AREA NORTH OF THE EAST/WEST RUNWAY AND WEST OF THE PAVILION.** Rotary wing pilots who cannot maintain the pattern direction and approximate speed of other aircraft flying in the main flight area must instead use this Rotary Wing Flying Area. When flying in the Rotary Wing Flying Area, pilots need to be careful to stay North of the runway at all times. Fixed wing aircraft have priority over the main flight area at all times, as hovering aircraft pose a significant threat to fixed wing aircraft. Rotary Wing pilots who see fixed wing aircraft taking off must immediately enter the pattern or move to the Rotary Wing Flying Area.
20. Everyone at the field should help each other ensure that the rules are being followed and that we have a safe, courteous and fun flying environment!
21. Dress Code – To maintain a family friendly atmosphere all FVAC members and visiting pilots must wear a shirt at all times when at the field.
22. No smoking or vaping is allowed south of the gravel road/parking lot.
23. Pets are welcome at the field under the following conditions:
 - Pets must be leashed at all times and under control of someone, or the leash anchored as to restrict pet access to the area South of the fence line.
 - Pet waste must be picked up and disposed of as soon as possible.
24. Camping at the Field – Camping is only allowed at the Flying Field by participating Members and participating Guests during our scheduled, sanctioned flying events. Camping during these events is allowed for the days of the event, plus the day before and the day after. For example, a one-day event on Saturday, camping is allowed the day before (Friday, Friday night), the day of (Saturday, Saturday night), and the day after (Sunday). This would be a total of three days and two nights. For a three-day event which runs Thursday, Friday, Saturday, camping is allowed the day before (Wednesday, Wednesday night), the days of (Thursday, Thursday night, Friday, Friday night, Saturday, Saturday night), and the day after (Sunday). This would be a total of five days and four nights.