

Largo Flying Club Safety Rules

PLEASE NOTE: It is the responsibility of all members to know and abide by the safety rules of the Largo Flying Club.

1. LFC Inc. members only are allowed to fly at the Club field. Qualified pilot guests are permitted three (3) visits per year. Guests must be members of the AMA. Guests will be issued a "guest sticker" and a list of the guest members with the dates of each visit will be in the shed. Guests must be checked off by an officer or member of the Board of Directors and a qualified pilot of the LFC. Temporary memberships are available for out-of-town visitors. Temporary members must be able to fly solo. Temporary members must be checked off by an officer or member of the Board of Directors and a qualified pilot of the LFC. Exceptions will be allowed at public-invited events such as open fun-fly's as determined by the Board of Directors.
2. New Club members are required to demonstrate their flying ability with the Chief Flight Instructor or his/her designee and a qualified pilot of the LFC before flying at Largo Field
3. Flying hours are 9AM to sunset for internal combustion powered aircraft Monday through Friday, 10AM to sunset on Saturday and Sunday. No internal combustion engines started prior to 9AM Monday through Friday, 10AM Saturday and Sunday. Electric aircraft can fly dawn to dusk Monday through Sunday. No night flying of any kind permitted.
4. All members are required to wear their membership cards while at the field. Members flying 72MHz FM should put their card on the frequency slot while flying and their transmitter in the impound area when not flying.
5. All transmitters, except those on 2.4 GHz, will be placed in the impound area and not removed until member's LFC membership card or guest's AMA card is on frequency board, or when the member or guest is leaving the flying site. Fifteen (15) minutes frequency time per member or guest. Utilize only one frequency at a time, and remove your card from the frequency board and wear it when you are finished using the frequency.
6. Do not turn on a transmitter unless you have the frequency covered with your club card.
7. Radio frequencies must be indicated on the antenna of the 72 MHz transmitter.
8. ALL aircraft must have owner identification including name, address, phone number, AMA number, and FAA registration number.
9. Identification of aircraft must be in accordance with FAA guidelines.
10. All new or repaired radios and/or models must be ground-checked and safety inspected before flight. This is each pilot's responsibility.
11. Engines and electric aircraft motors will be run in pit area only, with propellers facing away from spectators. Engines and electric aircraft motors should not be run under the shelters. Limit engine run time in pit area.
12. ALL pilots using gasoline for fuel MUST have their own fire extinguisher on hand at all times.

13. No taxiing is permitted in the pit area. The aircraft must be carried or rolled by hand to the taxi-way yellow line. When taxiing toward the pit area after landing, engines must be shut down at the taxi-way yellow line. This includes electric aircraft.
14. All flying will be done from designated flight stations only. Maximum of three (3) persons at each pilot station at any time (pilot, instructor, observer)
15. Spectators will be allowed on the flight line only as a guest of a pilot. Only LFC Inc. members are permitted beyond the flight line and onto the active flying area to retrieve aircraft.
16. No walking is allowed in runway zone except to launch or retrieve aircraft.
17. ALL engines/motors must meet decibel requirements of 94 db or less at full throttle at a 10 foot radius of the plane. No exceptions.
18. Learn and observe field boundaries posted at the field. Do NOT fly directly at the flight line or pit area. No flying beyond the established boundaries is permitted. Pilots flying out of bounds, especially at the west end of the field, will receive a warning. Consistent warnings will result in a 7-day suspension and review by the safety officer. It is important for ALL members to police each other.
19. Members are required to sign in at the field before flying. Members who do not sign in at the field will receive a warning the first time. Consistent violation of this rule will result in a review by the safety officer who will determine the penalty.
20. Any crash outside the flying boundaries will result in revocation of Club flying privileges until a review is done by the Safety Officer. No exceptions. Decisions made by the designated Safety Personnel are FINAL and are not to be disputed. Arguments or disrespect for the Safety Officer(s) will not be tolerated.
21. If a member flies when maintenance is being done on the field, he/she will receive a 7-day suspension for a 1st offense. If done a second time, flying privileges will be revoked until a review is done by the Safety Officer. Orange cones will be placed on each taxiway and the center of the runway while maintenance is being done.
22. Land and take off in a safe manner, flying the pattern. If the wind is from the east, the pattern is counterclockwise. If the wind is from the west, the pattern is clockwise.
23. Initial turnout after takeoff will always be away from pit or spectator area.
24. Flying over or behind flight line is NOT permitted.
25. Landings and takeoffs to be called out loud and clear. If a pilot encounters engine failure during the flight, he/she should call out loudly, "DEAD STICK", at which time all other pilots in the air should fly away from the landing pattern until the pilot with the problem calls out that they are "CLEAR". Call out "ON THE FIELD" when retrieving aircraft or proceeding beyond the flight line.
26. If a full-sized aircraft approaches the area, DESCEND IMMEDIATELY and STAY LOW until said aircraft departs the area.
27. All student pilots must fly under instructor supervision and preferably on a buddy box, at the instructor's discretion.
28. Launch lines for sailplanes must not be laid across active runway zones.
29. Children must be PERSONALLY and DIRECTLY supervised.

30. Consumption of alcoholic beverages or illegal drugs at the Club flying site shall result in expulsion from the Club.
31. Helicopter Operation at Largo Flying Field
- a. Helicopters include both electric and internal combustion
 - b. All hover flight with helicopters will be over the designated area.
 - c. Helicopters will be tested and must meet the same sound restrictions as airplanes.
 - d. Helicopters and airplanes must share the same frequency control board.
 - e. Helicopters may fly from the runway only when they follow the active flight patterns.
 - f. All other membership/guest rules apply to helicopter pilots.
32. Slow-fly airplanes
- a. Slow-fly airplanes in hover flight will fly in the designated area.
 - b. Slow-fly airplanes not just hovering will fly in active flight pattern.
33. FPV flying
- a. FPV operations requires an unaided visual line of sight (VLOS) spotter/ or buddy box.
 - b. Both the FPV operator and spotter must be qualified pilots and members of the LFC.
 - c. The spotter must have VLOS of the aircraft at all times.
 - d. If teaching a new FPV operator, the spotter must be a qualified flight instructor.
 - e. The FPV operator and spotter have the responsibility to observe all the club rules and boundaries. For example, FPV operators and spotters must fly from the pilot stations.
 - f. If the FPV operator violates the club rules and boundaries, both the FPV operator and spotter will be grounded and subject to review by the Board.
 - g. At this time, no other fixed wing aircraft may be flown while any aircraft flying FPV is in operation within the main flying area.
 - h. With agreement of both parties, during non peak times, one FPV flier may follow and videotape one fixed wing aircraft.
 - i. Flying FPV and VLOS in the slow fly area, at the same time, is permitted.
 - j. Multiple FPV may fly, at the same time, in any approved flying area, provided that each have appropriate spotters.
 - k. When powering up any aircraft, with active FPV capability (even if pilot is not flying the aircraft as FPV), operators must check in with any other FPV operators, on site, before powering up. Video output should not exceed 200 mw. permitted. Only American frequencies are permitted.
 - l. FPV operators must have a FCC tech license in order to operate video above 200 mw output.
 - ml. To reduce the potential for interference between FPV operators, the following 5.8GHz video frequencies are recommended (5658, 5695, 5732, 5769, 5806, 5843, 5880,

5917). These are also designated respectively as R1, R2, R3, R4, R5, R6, and R8 for short.

Only one FPV capable aircraft at a time shall be powered up on any frequency.

- n. Care should be taken when powering up any FPV capable aircraft to maintain a safe distance from other pilots currently flying FPV to avoid washing out their video signal(s).

34. Safety considerations during combat flying:

- a. Pilots will fly from the north side of the runway
- b. No nitro planes allowed to fly combat
- c. No combat event if there is a direct north wind (decision to be made at the time)
- d. Each pilot must have a spotter
- e. If it is determined the pilot is flying out of bounds, they must land

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