LAS VEGAS SOARING CLUB
GENERAL AND SAFETY FLYING "RULES"
EFFECTIVE: 02/01/26

The objective of these "rules" are to provide a safe, comfortable, meeting field for our members and visitors. These rules are enforced and intended so that you, as well as other members, may enjoy a safe environment to practice the hobby. They are not intended to cover every eventuality.

The goal is to provide a safe, cooperative flying experience that remains consistent with the latest electronic technology and aircraft types in use. We are not here to catch someone breaking a "rule". Consideration and cooperation are practices which will elevate and promote safe flying practices.

Board of Directors Investigations: Effective February 01, 2026, in the event a report of an alleged dangerous behavior is reported to the Board, the event will be documented and the Board will open an in-house investigation to collect facts from those involved, as well as any witnesses. Incidents will be sorted into three categories, each earning a follow up call from the President.

- **Reckless:**
    - Was the incident avoidable or expected;
    - Was the term "it'll be okay" used before-hand - should the pilot have known better;
    - Was there physical injury or property damage?

(This is the most severe type of incident which could result in temporary suspension or six-month removal from membership.)

- **Unavoidable:**
    - Was the incident unavoidable - an honest one-off mistake;
    - Was it caused by something unforeseeable?
- **Lack of Skill Related:**
    - Was the incident simply due to lack of experience?

Display of ID Cards: ID cards are primarily used for identifying current members and aiding us slower people learn names. Please wear your ID Card when you're at the field.

General Tidiness: Everyone is asked to please take your own garbage home, including defective LIPO's, busted aircraft parts, etc. Putting chairs away under the tables helps avoid wind damage.

Hand Launches: Hand launches will be made while standing on the North side of the Red Safety Line along with a loud and hearty "Hand Launching" verbal announcement. Launches will typically be into the wind but may be cross runway if equipped with sufficient power.

Use of the Heli Pad: The Heli Pad as we all call it, provides multiple functions. Due to its limited size and location, it tends to be more of a "test pad" or drone pad. If you use the pad as a test pad, aircraft will always be flown west – away from the club. Tests should be conducted west of the pad and crossing the active runway must be avoided. Drone activity shall utilize a direct west departure until it clears the Base leg of any fixed wing aircraft pattern. Due to the extended distance from the main runway, call outs shall still be made with the understanding that they might not be heard by all; meaning you the pilot must take precautions to avoid an incident. If you plan on flying a drone from the pad and expect to be in the air for an extended amount of time, please be courteous to those who may also want to use the pad. Position yourself a safe distance from the pad so the pad can be shared with others.

High Speed Fly By's: All low "high-speed" fly by's will be called out in advance (on Base) and the aircraft shall remain NORTH of the runway edge. This is designed to provide additional safety for spectators in the event of a system failure or inadvertent landing.

Mandatory Call Outs: On both the runway and heli pad, call out **"on the field (Pad)", "taking off", "landing",** and **"clear".** Make these call outs loud and clear so that you communicate with the other pilots from the heli pad to the glider pad. Call out **"heads up"** or **"lost control"** loudly and repetitively if you're losing control or orientation of an aircraft that could come close to people.

Main Gate: When you open the gate, please chain it back, spin the combo and secure to the chain. If flying alone, for security, consider locking the gate closed behind you; if last to leave, please lock up before leaving. Please do not share the gate combo with anyone without the Board's approval.

Motor Cut Off Switch: Anyone operating a fixed wing plane, motorized glider or helicopter of any size are encouraged to have a dedicated switch on their transmitter assigned to "Throttle Cut (or Hold)". This provides an immediate means of disconnecting power to the motor.

Non-Member Use of Field: Visitors who are AMA members may fly on two separate visits as a guest of an LVSC member. Those who are not AMA members must fly with an AMA certified Introductory Pilot Instructor.

Parking: Please park perpendicular to the flight line. Be careful of the spectator limit line fence and posts and avoid blocking entry/exits so pilots may access vehicles as necessary.

Placement of Heli on Runway: When flying a helicopter from the main runway, the helicopter must be placed at the center line of the runway – this provides additional safety in the event of a fly away or mechanical failure. Please no exceptions! The term used here would be **"helicopter taking off"** or **"helicopter landing"**

Pylon Racing: All Pylon racing *(or tandem aircraft flights)* shall be flown North of the runway to avoid flying over the runway for spectator safety. Cooperation and courtesy should be used with other pilots to secure the airspace for the race as they typically only last 3-4 minutes.

Reckless Maneuver: The following maneuver will be consider reckless from February 01, 2026 forward. Flying any fixed wing aircraft directly toward the flying field with an abrupt 90 vertical climb out.

This maneuver may be done parallel with the runway only. This, or any other maneuver considered as falling under this category, will be subject to Board Investigation with possible suspension from the club based on severity and number of incidents.

Safety Coordinator: Our Safety Coordinator is a Point of Contact for Safety Related Concerns. If you see an unsafe practice, please speak with one of the Board Members. The President (Al Badoux) may be reached at 702-427-5680. Safety is EVERYONE's responsibility.

Secondary Visual Inspection: All pilots are reminded that having a "second set of eyes" on your aircraft prior to any flight may prevent an expensive accident. Aircraft have been known to be damaged while in transport, so a solid preflight is always a safe bet. While this is a recommendation only, it does not constitute a rule.

Tables/Smoking: Please do not sit on the tables. If you smoke, please step toward the visitor parking area and do not leave any materials which could cause a fire.

Use of Taxi Ways (x2): Both Taxi Ways are used to taxi inbound / outbound aircraft to the main runway and are not transient parking areas for any reason. Aircraft should be removed from the taxi way immediately. Please avoid reloading batteries on a taxiway for a quick turn around as others may be waiting to fly. In the event you wish to be recognized as "next" to fly, you may place your aircraft on the farthest taxi way edge from the runway and be ready to fly. ONLY drones are allowed to take off and land on taxiways. All outbound / inbound actions will be called out with robust authority.

Use of a Spotter: The use of a spotter is highly recommended when flying drones, performing 3d helicopter maneuvers, attempting maiden flights and in the early stages of learning, to fly any aircraft. The spotter will be in close proximity to the PIA *(Pilot in Command)* .

Use of Runway: The runway is open for use by all aircraft. Minimize the time you tie up the runway. Get behind the red flight line and keep your aircraft flying north of the runway. Be watchful for full sized aircraft typically flying east/west if you are flying between 400 & 700 feet. Sailplane landings take precedence over powered aircraft - **always**.

Visitors: All visitors are required to park on the south side of the lot, and please keep all pets on leashes. Children are not allowed to create loud disturbances, dig in the dirt or cross over the visitor's limit line. Our facility is private property and parking is prohibited for day hiking.

Revised: December 2025; Las Vegas Soaring Club