

VCUAS RULES AND REGULATIONS

RULES AND REGULATIONS MEMBERSHIP

1. A *Member* in good standing is defined as:
 - a. Having paid the current year's membership fee.
 - b. Is current on field maintenance and field use fees.
 - c. Is current on any other requirements as set forth in the VCUAS Pilot Information and Agreement.
 - d. And fulfills one of the following requirements:
 - 1) Is a hangar, shade cover, or mobile hangar owner.
 - 2) Is a board member.
 - 3) Is a field user.

2. An *Associate Member* in good standing is defined as:
 - a. Having paid the current year's membership fee.
 - b. Having completed and signed any required VCUAS documents.

3. A *Student Member* is defined as:
 - a. Having paid the current year's membership fee.
 - b. Having been accepted into an FAA-approved flight training program at the VCUAS field.
 - c. Is current on any other requirements as set forth in the VCUAS Pilot Information and Agreement.

**RULES AND REGULATIONS
OPERATIONS**

1. All pilots shall operate their aircraft in accordance with FAR Part 103 and/or other applicable FAR flight rules.
2. Members and pilots shall abide by all conditions of the current lease, the current letter of agreement, and the club rules.
3. All aircraft flying into or out of the VCUAS field shall be equipped with a VHF radio capable of maintaining two-way radio communications with the control tower. If radio becomes inoperative during flight, pilots shall follow the no-radio landing procedure.
4. An accident or forced landing report shall be filled out and submitted to the club president or secretary within 24 hours for each emergency landing that takes place within the Camarillo five-mile Class D airspace, as requested by Airport Administration.
5. All dues and fees must be paid by the due date. Any member having a balance due 30 days past the due date shall lose flying privileges and voting privileges until the balance is paid in full.
6. Each new pilot must demonstrate, at his or her own expense and by a method approved by the Board, the ability to fly within the VCUAS Rules and Regulations.
7. No member shall contact an outside agency until a grievance has been filed with the Board of Directors and/or the Safety and Grievance Committee and a reasonable time allowed for resolution.
8. No member shall change, alter, move, or destroy any property belonging to the club or to another member without the approval of the Board of Directors.
9. Pilots shall monitor CMA tower frequency at all times while operating within the CMA Class D airspace. Each pilot shall guard against a stuck mike, specifically checking for such during pre-flight and post-flight, as well as remaining vigilant in flight.
10. No engine run-ups in front of hangars.
11. No littering.

RULES AND REGULATIONS
SAFETY

1. Aircraft may cross the runway anywhere, but must yield to all landing and departing aircraft when crossing.
2. All taxiing shall be done on taxiway when feasible.
3. All pilots must ensure that no one but crew members are within 15 feet of their aircraft and must yell “clear prop” before starting their engines.
4. When aircraft engines are running, someone must be at the controls at all times.
5. No smoking within 50 feet of an aircraft being refueled.
6. All hangars must be equipped with at least a five-pound fire extinguisher approved for use on oil and gasoline fires. All aircraft in the tie-down area must be equipped with at least a two-pound fire extinguisher approved for use on oil and gasoline fires.

**RULES AND REGULATIONS
POWERED PARACHUTES**

1. At east or west end of field, depending on wind, lay out chute in middle of grass field.
2. always check all directions for traffic before initiating takeoff roll.
3. Fly pattern at 300' MSL using same direction as main runway.
4. While flying in pattern with other fixed wing ultralights, shorten your pattern to fit into the flow of traffic. Always use standard practices for aircraft separation. Faster aircraft always pass to the right of slower aircraft. Slower aircraft are to keep a tight pattern so there is room for faster aircraft to pass between the ultralight runway and the general aviation taxiway. **NO POWERED PARACHUTE OR ULTRALIGHT MAY OVERFLY THE GENERAL AVIATION TAXIWAY, PER LETTER OF AGREEMENT WITH THE DEPARTMENT OF AIRPORTS.**
5. When doing touch and goes try to use the runway as much as practical. If there is a crosswind or wind gusts, use grass field, which allows more margin for error.
6. When landing for a full stop, aim for center of grass field and on rollout drift toward taxiway slightly so that chute falls in center of field.
7. While on grass field always be aware of landing and departing aircraft.

Note: These rules are in addition to all normal VCUAS Rules and Regulations.