

## Ona RC Club – Field Rules and Etiquette of Flying Radio Control Aircraft

Effective: March 2018

**Each and every member and/or guest** shall be and is considered to be knowledgeable of the official “AMA Safety Code” and “Field Regulations” and shall at all times observe said rules in the operation of all aircraft and/or associated equipment and which is covered by the AMA Safety Code. Each member shall be expected to enforce the appropriate safety rules. And remember - **absolutely no flying without a current AMA Membership!!!**

**Remember, this is a full scale airport first – period!** Radio control pilots and flyers must always yield to the full size aircraft taking off or landing. We recommend to utilize a spotter if practical. Never, never, never, fly behind or north of the flight station line. Flying over the full scale runway could lead to the loss of the privilege of flying at Ona.

**When starting or running up an engine**, be conscious of the prop blast. Always be aware of where loose items and exhaust residue is being directed. Always be cautious of the prop arc and the area forward. Be sure the immediate area is clear before starting or running an engine above idle. Alert people in your immediate area that may have their attention directed elsewhere, that you are about to start an engine.

**Keep engine-running time in the start-up area or pits or to an absolute minimum.** Engine noise on the ground makes it difficult for flying pilots to listen to the sound of their own plane and distinguish any changes in engine performance. High throttle runs should be kept very short. If you need to idle an engine for an extended period time, it should be done in a location away from spectators and flying members.

**Avoid taxiing your plane in the proximity of pilots** that have an airplane in the air. To a flying pilot it can be very unnerving. You may cause an unsuspecting pilot to lose control of his/her aircraft. When walking in proximity of the flight line or onto the field to retrieve an airplane, avoid walking directly in front of other flying pilots.

**Give takeoff and landing aircraft priority** use of the runway and the airspace. Fly away at a safe distance and yield space to your flying buddy.

**Normal flying pattern will be an oval racetrack style** with direction based on prevailing winds. Pilots flying in the 3D style will fly in the center of the oval or in an area not to interfere or obstruct other pilots flying normal pattern. *(This in effect only when multiple pilots are flying together)*

**Pilots flying together should be near enough to communicate with each other.** Call out your intentions or difficulties to others that are flying. Taking off, landing, dead stick, low pass, touch & go, on the field, are a few examples.

**Never taxi a plane out of the pits or point a plane that is running into the pits.** Wheel your plane out of the pits to the edge of the runway to start. When taxiing back to the pits, stop the plane parallel to the pits then shut it down before wheeling or carrying it into the pits.

**Before flying with another pilot,** confirm with them your intention to fly. Some pilots, especially beginners may be distracted.

**If you have a crashed aircraft,** don't go into the flying area (runway and the field beyond it) to retrieve it until others have landed and are out of the sky. If you need to walk onto the runway, make sure everybody understands your intentions before you step onto it. Always announce your intentions and confirm that your announcement was acknowledged.

**Limit your time in the pits area.** If you aren't actively flying or working on a plane, please remain in the spectator area. Non-members, guests, and young children should not be in the pits area unless supervised or invited by a member.

**Mowing of the field has priority.** Do not fly if mowing is being conducted. If there is anyone out in the field beyond the runway do not fly. If you are waiting to fly, use common courtesy and assist the member mowing so all can fly sooner.

**When flying in close radical 3-D maneuvers or helicopters,** please realize that these maneuvers can be very disconcerting to others presently flying. Communicate with other pilots beforehand. Always express your intentions ahead of time and compromise with other pilots.

**Remove all trash and containers you bring when you leave the field.** Please secure or return anything you may have moved and leave the field as good or better when you leave.

**Common sense and prudent judgement should prevail** whether pursuing the hobby of radio control flying or just relaxing with club members and guests. All members are encouraged to be ambassadors to our hobby when meeting with guests and onlookers.

### **Additional Points of Etiquette and Courtesy**

- Children are the future of this sport and should never be discouraged from visiting a flying field. Good behavior, however, is paramount for their safety and keeping them from damaging some very expensive equipment. Pre-schoolers should *always* have an adult's undivided attention. For the very same safety reasons, children of grade school age should not be granted permission to wander the pit area without an adult.
- Dogs and other pets are best left at home. If you must insist on bringing a *well behaved* pet to the field, keep it leashed at all times. Always clean up any mess left by them and dispose of it appropriately.
- Keep the language clean! Remember this is a family sport.
- Give a student pilot's airplane plenty of space when flying. Beginners can become overly worried about traffic and will concentrate on collision avoidance rather than maneuvers that improve their skills.

- Student pilots should consider that their instructors may have also brought planes of his/her own they wish to fly. They may also be working with more than one student. Be patient!
- Always control your aircraft, whether on the ground or in the air, with the belief that radio failure can and will happen at any moment. Flying directly towards the flight line and diverting at the last minute may be exciting, but trust me it makes people on the flight line and pit area very nervous. Repeated stunts have resulted in the permanent loss of more than one daredevils flying privileges.
- Do not adjust equipment of a fellow modeler (IE: needle valve) without consent.
- Keep unsolicited advice to an absolute minimum. Safety concerns should always be politely brought to the attention of a fellow modeler. But if it's just general advice and you can't help yourself, be brief, be concise, present your suggestion once and move on. Just keep in mind if you really do know your stuff, your advice will be solicited.
- Some pilots do not mind holding conversations while flying and some do not like to at all. Unless you are *very* familiar with the pilot, assume he/she prefers not to chat. Wait until their plane is back in the pits and the engine is off.
- When or spotting for another flyer, be sure to provide *plenty* of space and stand back a foot or two to allow him/her clear vision up and down the flight line.
- Help search for downed aircraft when possible. The next search and rescue mission could be for your plane and you will welcome the assistance. If you are the first one to the crash site, unless the damage is very minor, let the pieces lie until the owner arrives so he/she can take inventory or even investigate a probable cause. Show your appreciation to your search party for helping you look, since they likely spent precious flying time helping you.
- If you are visiting another flying field, take as much time as necessary to familiarize yourself with the rules and the peculiarities of field. Ask questions about anything you are unsure of. Be humble and suppress negative comments. Always remember you are a guest in their home!
- Whether it comes from an impromptu agreement at the field or an adopted club policy, everybody needs to communicate and compromise so that vastly different styles are not battling for the same air space at the same time.