

OTOW RC FLYERS FIELD RULES

FIELD OPERATIONS

1. OTOW will unlock the main gate at 6 AM and lock it at 9 PM except for Sundays and major holidays when it will be closed at 7 PM. Flying is permitted during these hours except Sunday where only electric powered airplanes are allowed prior to 9:30 AM.
2. The pasture gate must be closed behind you after entering and leaving when retrieving airplanes from the pasture. Be cautious of possible cattle in the pasture.
3. A Guest is ANYONE not having an authorized Resident or Guest Identification Card. Indigo East residents without a Resident Card stating "Gateway of Services" with the current year posted are a Guest.

If you will be hosting a Guest, OTOW Guest Procedures (posted on the bulletin board) must be followed. ALL Guests must notify the Gate Guard that they will be using the RC Flyers Field when they arrive.

Club members' Non-Family guests, who are AMA members, can fly at the field a maximum of 5 days in a 365-day period. Visiting Out of Town Family, who are staying in the members home within OTOW, may fly as the members guest for the duration of their stay, not to exceed the current OTOW community rules. All guests must have a valid AMA membership card and demonstrate their flying ability to a club officer or a listed instructor and be accompanied on the flight line by their club member host at all times. The host is responsible for their guests' actions. Prospective home buyers brought to the field by OTOW sales representatives to fly must be AMA members and also demonstrate their flying ability to a club officer or a listed instructor.

All guests must sign the RC Flyers Release and Hold Harmless Agreement before flying which must be renewed each calendar year.

4. Spectators will remain outside the pit area behind the spectator fence unless escorted into the pits by a club member who is held responsible for their guests.
5. Smoking is discouraged entirely (but prohibited in the pit area, under the pavilion or on the flight line). TAKE YOUR BUTTS HOME if compelled to smoke.
6. Alcoholic beverages are not allowed on site. This includes non-alcoholic beer and wine coolers.

FLIGHT SAFETY

1. AMA membership is required for both members and guests. All flyers must comply with AMA rules for Safe Operation of Model Aircraft.
2. The NO FLY deadline extends from the edge of the main runway east and west to infinity. Do not overfly the east end tree line and construction road. A checkered flag indicates the NO FLY east boundary.
3. The club encourages use of 2.4 GHz systems. Those continuing to use 72 MHz systems must use their AMA card, the frequency board and transmitter impound. This requirement and safe use of 72 MHz equipment will be self-policing without jeopardy to OTOW RC Flyers, Inc., or its officers.
4. Pit safety stands/starting benches (hereafter called starting benches) and ground restraints must be used for starting gas or glow powered aircraft. Electric powered planes must be armed (battery connected) at these locations whether switch or shorting equipped and then unarmed prior to the taxi gates after landing or at a starting bench. When working on electric powered aircraft *with batteries installed*, the propeller must first be removed.
5. A transmitter range check must be accomplished for any repaired, modified or new aircraft prior to the first flight. A Fail Safe check should occasionally be performed.
6. DO NOT taxi in the pit area. Walk or carry the plane directly to a taxi gate. Take offs and hand launches are initiated from the gates and flown from one of the four pilot stations. Intentions to exit onto the runway or hand launch and all landings, particularly dead sticks, must be announced by the flyer and acknowledged by other flight station pilots.
7. All flying is to be done from pilot stations. It is allowed for pilots of both gliders and powered aircraft to stand behind their plane on the main runway for a first flight or glider launch into the wind, but you must have consent of other flyers and retreat to a pilot station for the balance of the flight.
8. Flyers are encouraged to NEVER fly alone and use a spotter when multiple aircraft are in the air.
9. 3D style maneuvers or high speed low passes must be performed away from the safety fences over the center of the primary runway or beyond.
10. DO NOT fly over vehicles or flyers retrieving aircraft, whether on the field or in the pasture. Pilots ready to fly must wait until these flyers have returned to the pit area.

COURTESY

1. Do not run engines for prolonged periods in the pits like break-in or substantial tuning or engine starting adjustments. Use the west test area for this purpose. Perform brief run-up testing for gas and glow powered aircraft at the starting benches and NOT at the taxi gate where other pilots cannot hear their aircraft in flight.
2. Use the sunshade assembly tables only for aircraft assembly or minor repairs. Remove equipment such as toolboxes, fueling equipment and transmitter cases so the tables are clear for other flyers if needed. Field boxes and starters removed from starting benches must be placed out of the way to prevent a tripping hazard for the next user.
3. Be aware of the amount time you're flying. Be considerate and don't be an air hog as there may be other flyers waiting to fly.
4. Keep aircraft out of the pavilion and stage them in the pit area.

Drone and Small Helicopter Field Rules See Attachment 1

OTOW RC Flyers Drone and Small Helicopter Field Rules

1. The Drone field has been designed with a layout prescribed by the Academy of Model Aeronautics document entitled "FPV Multi-Rotor Club Sport Racing Recommendations" and the timing trials layout prescribed by the "MultiGP Special Interest Group (SIG)". The course perimeters are 300' long and 150' wide with the pilot line set back 50 feet from the course perimeter and the spectator line 75 feet from the course perimeter. All normal AMA and club rules pertaining to operations and spectators will be governed by these layouts. Flight is to be contained within the course, notwithstanding inadvertent excursions which require immediate correction.
2. This Drone field was developed primarily for FPV Drone pilots with line of sight Drone and small helicopter use on a non-interference basis. FPV Pilots flying at this site have priority on 5.8 GHz video frequencies. Any RC club member flying FPV aircraft on the main runway must determine if the Drone field is being used. If the Drone field is being used they must coordinate to insure they are not operating on the same frequencies.
3. FPV Drone Racing. Racing will be conducted on a layout similar to that used by the MultiGP SIG. Quad rotors up to 250 mm frame size class and 3S LiPo batteries may be used. Larger/heavier aircraft or higher battery voltages are restricted from racing due to increased speeds and impact energy.
4. In part, FPV operations are governed by AMA Document 550, "Unmanned Aircraft Operation Utilizing First-Person View". All multi-rotor novice pilots in training must have a spotter with them at all times. Once the pilot is proficient and checked by a multi-rotor instructor, the line of sight pilot will no longer require a spotter. All FPV pilots will require a spotter. FPV racing will be conducted under the vigilance of a fully qualified flight line supervisor.
5. All FCC Rules for FPV operations on the 5.8 GHz video band shall apply (See United States Code 47 CFR, Part 15) pertaining to system power, certification and amateur radio licensing. A minimum FCC Technician license is required for any system with transmission power exceeding 10 mW. See also AMA Document entitled "System Licensing Guidance for FPV Flight".
6. FPV pilots turning on video transmitters must announce their frequency and that they are turning on. When turning on they must also be 30 to 50 feet away from the flying FPV pilot's headset. If you notice any interference, turn off your transmitter immediately.
7. Any aircraft being flown from the Drone & Small Helicopter Field that goes down north of the track perimeter on the Main Runway flight path will NOT be retrieved until all aircraft being flown from the Main Runway have landed and cleared.
8. Once the Main Runway is cleared, your intentions must be effectively communicated prior to retrieving the aircraft from an area north of the track perimeter.
9. After all pilots have been notified of a downed aircraft on the Main Runway flight path, all pilots will refrain from staging, occupying or taking the Main Runway until such time as the downed aircraft has been retrieved and the flight path has been cleared of all personnel.