

Field Rules & Etiquette

Proper frequency control procedures are to be followed at all times, from the minute you arrive at the field, to the time you leave.

All cars are to be parked in the designated parking lots. Don't drive right up to the flight line to unload an aircraft, and never drive onto the flying field.

New engines should be broken-in away from the flight line, and in an area away from spectators and parked cars.

On the flight line or in the pit area, make sure your engine's exhaust points away from both the spectator area and other flyers' equipment.

Effective mufflers are required on all engines larger than 0.049 in³. Aircraft will be subject to random sound checks. If an aircraft does not comply with the Club's sound level limits (98 dB @ 3 m, measured at ground level), then that aircraft may not fly until it is modified and passes a follow-up sound check.

Spectators should be kept well back of the flight line. Young children should not be allowed to enter the pit area unless accompanied by an adult. Model aircraft are *not* toys!

The flying fields are there for everyone's enjoyment. Please keep them clear of garbage and debris, and leave the area neat and tidy. Garbage cans are provided, but someone must eventually empty them - so take home things like empty fuel cans and dispose of them there. Please put cigarette butts in the containers provided, not on the ground.

Range check your radio equipment before **each** flying session. If you notice anything unusual or different, don't fly. Find out why things are not normal, and fix them if necessary.

Intention to take off or land should be clearly announced. After landing, the model should be removed from the landing strip as quickly as possible.

Intention to enter the landing strip (to retrieve a model) should be clearly announced.

Check your flight pack voltage often.

Inbound aircraft should not be taxied into the pit area, or inside any protective barriers. Outbound models should be hand-guided through the pit area, as well as through and beyond any protective barriers.

Propellers can be extremely dangerous. Every effort should be made to stay out of the propeller arc of aircraft in the pits. When elevating your model to check the engine run, try to keep the propeller arc from pointing directly at anyone.

The flight pads are there to ensure proper spacing between transmitters. You should stand on a pad any time you are flying. If the pads are full even though your frequency is free, don't fly!

The Field Manager is there to help make your flying time as safe and enjoyable as possible. Please report any unsafe practices, or general frequency problems to him. If you feel some aspect of the flying field needs improvement, why not volunteer to do something about it? Your help will be greatly appreciated!



O.M.F.C. Field Guide

1993

1992 Updates

1. **'North Field' members** are allowed to fly at the North Field only, between the hours of 9:00 am and 5:00 pm on weekdays, and after 3:00 pm on weekends and holidays. Flying (by anyone) is not permitted during school hours from September to June.
2. Effective **January 1, 1993**, all transmitters used at OMFC flying fields must conform to AMA Gold Sticker Standards and must have an approved R/CMA Gold Sticker affixed.

Who Can Fly?

To fly at any of the Club's fields, you must be a member or guest of the Club. Guests may fly if they are current members of MAAC or AMA, and providing they comply with the Safety Code and insurance requirements of MAAC or the AMA. (Guests from countries other than Canada or the USA must check with MAAC as to their insurance status before they may fly.) **Guests must be accompanied by a Club member for the duration of their flying session.**

OMFC members must have their wings from OMFC before they may fly solo. New Club members who are experienced flyers must nevertheless pass a check-out flight before they are allowed to solo. Student flyers, who have specially marked membership cards, may fly only when accompanied by an official OMFC instructor.

When Can You Fly?

The flying of models or starting of engines is not permitted at the North Field during school hours or during the hours of church service. The flying of models or starting of engines is not permitted at any Club field before 9:00 AM, Monday through Saturday inclusive, and before 11:00 AM Sunday.

While it is possible to fly at all times of the year, it may not be possible to get your car right up to the flying field in some seasons. In winter and spring, treat the driveways and parking lots like fragile ecological zones. **Keep your cars away from the soft ground!** Never drive onto the flying field or into the pit area at any time of the year!

Where Can You Fly?

All the Club fields have certain restricted areas, that is, areas that **must not be overflown**. It is best to not even approach these areas too closely. Each field will have a map of these restricted areas posted. Also, never fly over the pits, the spectator area and parking lots, or over your own head or the heads of other flyers on the flight line. Your plane should be in front of you at all times.

Glider pilots should not position hi-starts or tow-lines in areas that are used by powered aircraft for take-offs or landings. Once your plane is in the air, you should fly it from one of the flight pads.

When there are fixed-wing aircraft flying, **helicopter pilots** must fly from the flight pads the same as everyone else - do not fly from inside the flying field! (that is, around yourself).

Frequency Control

The Frequency Control System at the OMFC fields consist of both a frequency control board that ensures one active transmitter per frequency at any one time, and a set of concrete pads on the flight line. These ensure that there is proper spacing between transmitters, and also limit the number of aircraft flying at one time. The proper frequency control procedure for a flying session:

- * When you get to the field, put your transmitter into the impound **immediately**. After that, never (ever, ever!!) switch your radio on without doing the following:
- * Go to the Frequency Control Board and see if your frequency is in use. If it is, go and do something else; you can't fly till your frequency is clear. You can tell from the board who is flying on your frequency, so relax and watch them!
- * If your frequency is free, find the red pin corresponding to that frequency. It will be in a box either in the transmitter impound or at the bottom of the control board. Put the pin into the correct slot on the board and use your personal pin to hold it in place. If you can't fit your pin into the board because it is being blocked by another pin on a different frequency, that means it is not safe for you to fly. Even though they are on different frequencies, those particular radios may interfere with each other.
- * With both your frequency and personal pins on the board, **now and only now** are you ready to turn your radio on!

- * During the flight, you should be standing on one of the concrete pads, and behind any protective barriers.
- * When your flight is finished, **turn your radio off** (receiver first!), take the red frequency pin off the board and put it in the box below. (Remember to take your personal pin with you.) Put your transmitter back in the impound.

Be courteous - don't be a frequency hog!!

When Things Go Wrong

If your aircraft should happen to make an 'unscheduled landing', take time to check it out thoroughly before you attempt to fly again (if the model is flyable!) If it is not flyable, go home, find out why you had problems - and make sure they don't happen a second time.

There is a First Aid kit available at all Club flying fields; you should find out where it is kept. It is also a good idea to carry some basic first aid stuff (like bandages) in your own field kit, but one of the most important safety tips by far is to **never fly alone**.

If you are involved in an accident (however seemingly insignificant) that involves personal injury or property damage to someone other than yourself, you **MUST** make a full report (in writing) to MAAC immediately. Forward a copy of the report to the Club Executive (also immediately), and save a copy or two for yourself and your own insurance company. If you have any questions, contact a member of the Club Executive.