

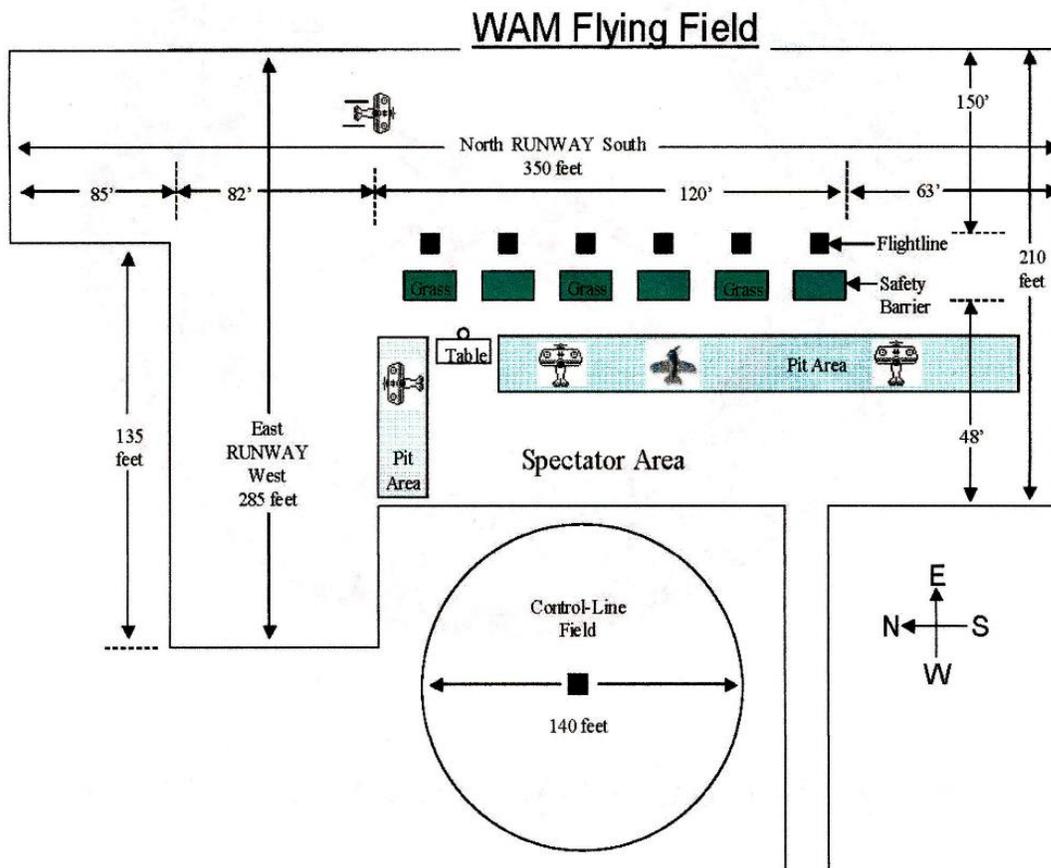
Woodland Aero Modelers
Flying Field
Safety and Operational Rules



15th May 2019

Flying Field and Operational Rules

1. **Abide by A.M.A. National Model Safety Code, FAA Regulations, and DuPage Forest Preserve Aircraft Permit Rules and Regulations.**
2. Transmitters broadcasting using 2.4 GHz frequencies are exempt from the rules stated in 4. through 7. below.
Binding a 2.4 Transmitter to its receiver should be performed away from the pit area.
3. FM Transmitters using 72.59 MHz shall have a removable control pin with the flyer's name and the radio's channel number printed on it. The pin will be placed on the flying field frequency control board before turning on the transmitter.
4. FM transmitters shall be impounded on the field storage table when not in use.
5. FM transmitters shall NEVER be turned on anywhere in the field or parking lot without checking for frequency clearance on the frequency board.
6. When two people are on the same FM radio channel (frequency), channel usage shall be shared appropriately. Each flyer shall report to the other when their transmitters are turned on to prevent conflicting aircraft control.
7. Prior to flight, all radio-controlled aircraft must be taken to the designated pit area. The aircraft shall **be oriented toward the flying field away from spectators and fueled airplanes shall be restrained using tie-downs while starting.** Tie-downs are recommended for arming electric planes in the pit area. Drones and helicopters are carried directly to the appropriate launch areas.

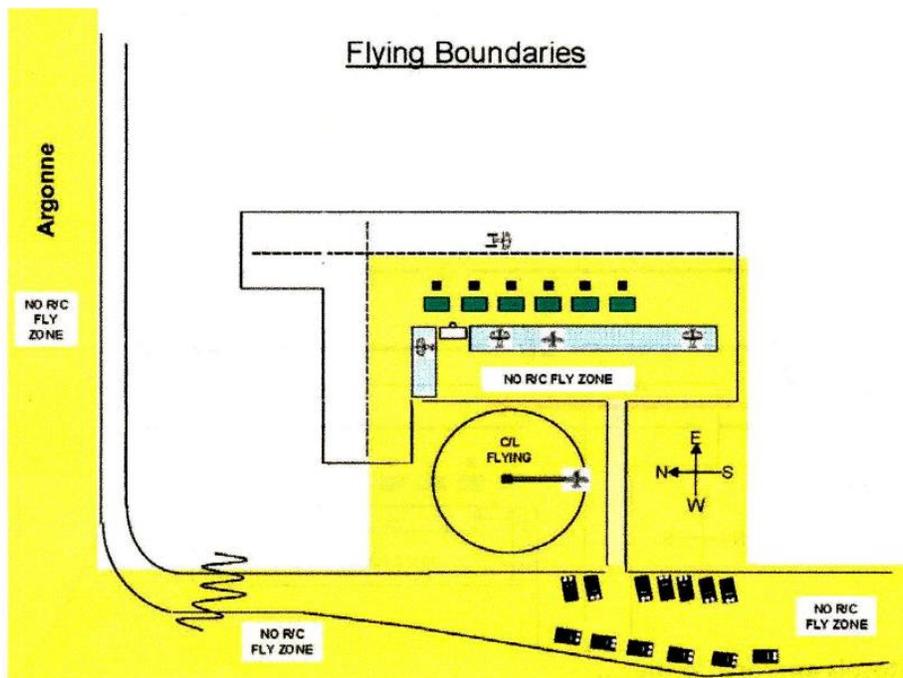


8. All R/C aircraft will be armed or started in the designated pit-area, shown above, and then carried out beyond the flight line for take-offs. You may taxi onto the flying field if pitting at the extreme North or South ends of the pit-area, beyond the grass safety barrier. This procedure is recommended for aircraft ¼ scale or larger.
9. Arming electric airplanes and starting fueled airplanes prior to R/C aircraft flights shall be done in the pit-area. Ensure no one is servicing their aircraft immediately on either side of your aircraft. (Note: Extended running of fueled engines for break-in purposes shall be done in the control-line circle when not in use or on the test stand behind the pit area.
10. All aircraft sound levels must not exceed **100** dBs.
11. Flyers shall stand on, or immediately next to the marked “pilot’s box” on the flight line. Only pilots, student pilots, instructors and spotters are permitted on the flight line.
12. All take-offs, landings and flying will be ...
 - Made away from people and the No Fly Zone
 - East of the North-South runway center line
 - North of the East-West runway centerline
 - Into the wind whilst on or over the active runway
 - When flying downwind, not over the active runway and clear of the runway boundary
13. **Do Not fly R/C aircraft in or over the designated, “No Fly Zone”,** (which includes over the flight line, West and South of the runway centerlines, pit-area, spectator area, C/L area, parking lot West of Bluff road, and North of Argonne’s fence).

The flying boundaries are:

- North to the Argonne fence
- South and East as far as you can see
- West to Bluff road (the gravel road you came in on) on either side of the No-Fly Zone

Refer to **Flying Boundaries** diagram below, (No-Fly in yellow):



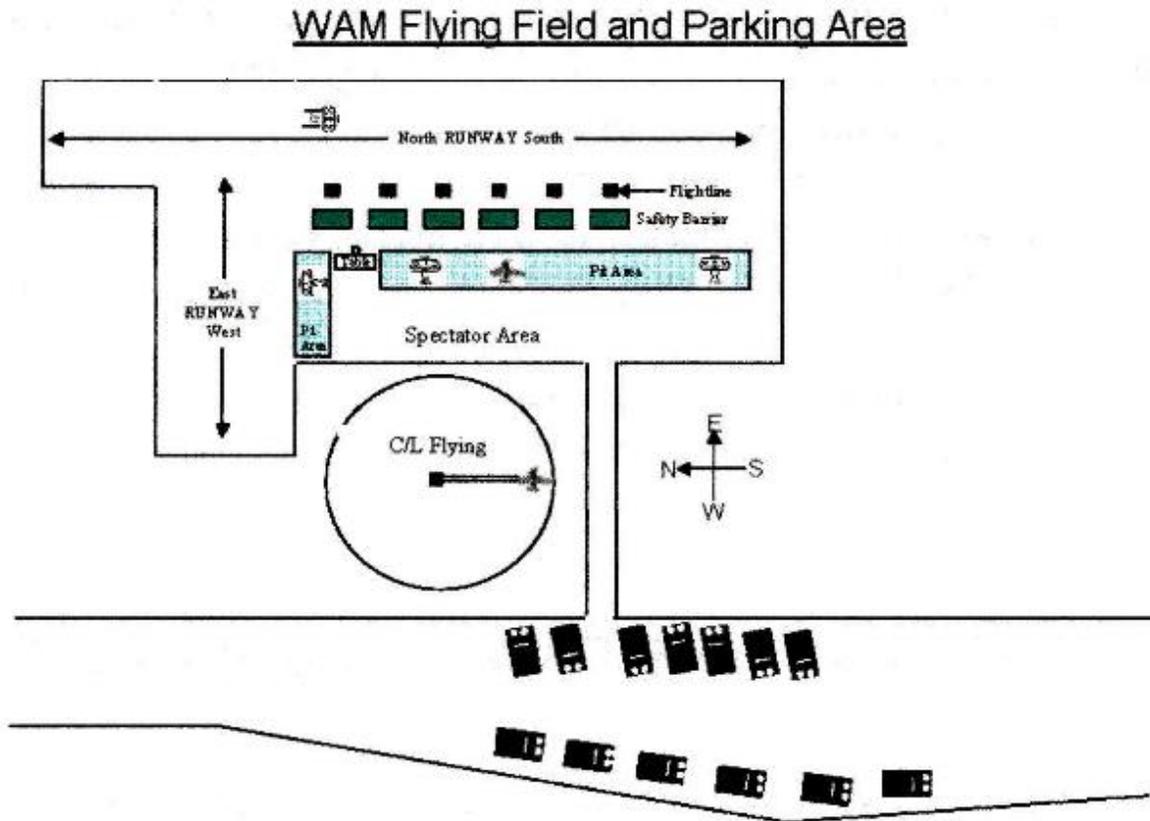
15. People on the path have the *right-of-way*, (no take-offs or landings over the path when people are present). Be aware of people on the path and call this out to pilots who are flying when needed. Having a spotter beside you while flying is recommended for this purpose.
16. People on the field have the *right-of-way*. Before walking onto the runway call-out your intentions by announcing, "**On the field**". It's also important to let other flyers know when you have exited the runway or by announcing, "**Off the field**", so they may land or take off.
17. Dead-stick R/C aircraft have the *right-of-way*. Flyers shall call out, "**Dead stick**" or "**Lost control**".
18. Aircraft landing have the right-of-way. Flyers shall call out, "**Landing**" before doing so.
19. Aircraft taking off have the right-of-way. Flyers shall call out, "**Taking off**" before doing so.
20. Call outs shall be acknowledged by other fliers on the flying field.
21. Helicopters will hover in the Northwest or Southwest corners of the field and not beyond the run-ways centerline. While in flight, they shall be treated as any other aircraft.
22. If more than one aircraft is in flight, all aircraft shall be flown in a right-hand or left-hand pattern as dictated by the wind direction across the field. Prevailing Northerly winds dictates a "right-hand" pattern and a prevailing Southerly wind dictates a "left-hand" pattern.

Flying Field Safety Guidelines

1. The transmitter must be **turned on** before an connecting the battery to an electric powered aircraft or a fueled aircraft engine is started. Likewise, an electric powered aircraft must have the battery dis-connected and a fueled aircraft engine is stopped.
2. When starting a nitro fueled aircraft using a glow starter, removal of the starter and all engine adjustments must be done **behind** the engine/prop line.
3. No engine re-starts shall be made on the runway.
4. Spectators will stay behind the pit-area.
5. Transmitters should be, "range-checked", before flight using manufactures recommended procedures.
6. There shall be **no smoking** in the pit area and on the flight line.
7. No animals shall be at the field without a leash.
8. There shall be no flying during flying field mowing operations.
9. It is **highly recommended** that a flyer uses a spotter while flying to assist in maintaining the safe operation of aircraft while they are being flown.
10. The "3D" flying of aircraft shall always be flown **East** of the field centerline. Flying "3D" aircraft shall be done when no other aircraft are flying at the same time.
11. It is recommended that all "Lipo" type batteries be stored in fire safe containers until being used in aircraft.
12. Binding an electrically powered aircraft shall not be done in the pit area and shall not be done less than 10 feet away from all other similar aircraft.

Flying Field Common Courtesies

1. Car and vans should park perpendicular on the East side of the road and parallel on the West side of the road in the designated areas always leaving enough room so and emergency or other vehicles can pass by unobstructed. Additionally, please do not park in front of or block the flying field entrance.



2. Aircraft must always be flown in a safe and responsible manner.
3. All members are responsible for leaving the flying field and parking area clean and neat. Trash containers at the field should be emptied into the Forest Preserve garbage cans before leaving the field.
4. When starting or arming your model keep in mind that operators of the aircraft parked next to you are waiting until you are finished. If major adjustments are needed, take a short break and let the pilots next to you to proceed before you return to your aircraft.
5. Members and guests shall always conduct themselves in a civil and sportsmanlike manner.
6. Use a catch bottle for any fuel overflow while fueling non-electric powered aircraft.
7. Take the time to introduce yourself to field visitors and be ready to interact with them in a friendly and courteous manner. This is a good time to encourage future club membership for interested persons.
8. Smoking in other than the no-smoking areas of the field shall be done in such a way as to be respectful of the wishes of others in the immediate vicinity of the smoker.