

Ocala Flying Model Club Field Rules – 2021

AMA Safety Code and FAA sUAS Regulations are in effect at all times.

November, 26 2021

We, the Ocala Flying Model Club, want all pilots to enjoy flying at our field, and request all pilots and support personnel and guests, use good, safe judgment, while operating their aircraft. Your full cooperation with these rules is expected and appreciated. The objective of these rules is to extend the privilege of RC hobby flying to all members and authorized guests with emphasis on safety.

A. Field Rules – General

A1 – Ocala Flying Model Club operates on land owned by the State of Florida Dept. of Environmental Protection. The property will be properly maintained, and Division of Recreation and Parks rules will be followed. We use the property as “recreational” property; therefore, no business ventures shall operate on this Field. All members and users will treat the grounds with respect, and will not litter, vandalize or corrupt the property. Security is every member’s duty and the gate is to be locked by the last one out.

A2 – All OFMC members and visitors shall:

- a) Ensure that spectators and guests are aware of restricted areas.
- b) Ensure that visiting pilots are aware of our Field Rules, particularly the boundaries and safety rules.
- c) Leash and clean up after their pets. No pets or non-flying children are permitted on the north side of the parking area chain link fence.
- d) Supervise their children.
- e) See that their pit area is free of litter, cigarette butts, airplane parts, etc.
- f) Use the west extreme end of the Pit Area for breaking-in or high RPM runs.

A3 – Alcoholic beverages and illegal drugs (or use thereof) are strictly forbidden at the Flying Field. Persons violating this rule will be immediately ejected from the field and have their OFMC membership or guest privileges revoked.

A4 – A camping area is provided at the west end of the field; the camping area begins at the west end of the west picnic pavilion and extends to the far west tree line. There is no camping allowed in any other areas of the field. Members may camp at the field up to 4 days in any 30-day period. For events held at OFMC; the CD will collect \$10.00 per camping vehicle or tent for the event weekend. Participants at events are allowed 1 day before and 1 day after the event weekend dates. Non-event guests (non-members) can camp at the OFMC field with a Club member. Cost is \$20.00 per day, to fly and camp at the OFMC field, with the Club member. All camping requests for non-event guests (non-members) must be requested and paid for in advance. There will be no household garbage left behind and no “gray” or “black” wastewater may be dumped anywhere on our site. This is primitive camping only, no hook-ups and no extension cords.

A5 – Picnic areas are provided on the East and West sides of the Refueling Station. There will be no cooking in the Pit Area. Open flame or other types of cooking devices are not allowed in the Pit Area. Likewise, you should not set fuel and cleanser containers on the tables in the picnic area.

A6 – The club pavilion is for the use of members and guests. Refueling, rebuilding and engine runs will be done outside of the pavilion.

B. Pilots and Flight Line Personnel

All pilots flying at the OFMC site must display a current OFMC membership Badge, Temporary Badge or Guest Badge. OFMC has a 'NO BADGE - NO FLY' policy.

B1 – All Pilots must be current members of the Academy of Model Aeronautics (AMA) and be registered in the FAA sUAS program. All aircraft must be properly marked with AMA number and FAA registration number per AMA rules and Federal Regulations. Member pilots must display a current OFMC membership badge. A TEMPORARY badge will be issued to joining members and must be displayed.

B2 – Non-Member Pilots must be either the guest of a member on premises or be in the Intro Pilots Program under the direct supervision of an OFMC Intro Pilot Instructor. Sponsoring members or Intro Instructors will be responsible for assuring that their guests or students conduct is in accordance with Club/AMA/FAA rules and regulations. A guest or student may no longer participate when there is no sponsor present. A GUEST badge must be displayed when flying. Contest/Event Director is responsible for ensuring compliance of pilots participating in Events/Contests.

B3 – Guest member privileges will be afforded for three, one day periods, during any one calendar year, after which a guest will be required to apply for membership to continue flying. Exceptions to this restriction will be approved by a member of the Board of Directors on a case by case basis.

B4 – Only qualified pilots may fly without assistance.

B5 – Only pilots, instructors, and spotters or assistants, shall be at the Pilot Station or Pilot Block.

C. Radio Control Equipment

These rules apply to gas, glow, nitro, and electric powered aircraft, jets, helicopters, multi-copters, and gliders.

C1 – AMA requires that each 72 MHz transmitter must have the frequency channel identification number displayed on the antenna or handle.

C2 – Ocala Flying Model Club, Inc. assumes no responsibility for equipment or aircraft lost or damaged due to misuse of transmitters, regardless of frequency. Operator assumes all responsibility for frequency management.

C3 – All use of the “Glider/Heli” field will be 2.4 GHz transmission.

Operations and Safety

These rules apply to gas, glow, nitro, and electric powered aircraft, jets, helicopters, multi-copters, gliders, and Sailplanes.

All model aircraft operation shall be in accordance with the official Academy of Model Aeronautics (AMA) Safety Code, AMA "See and Avoid" Guidance, and the Ocala Flying Model Club Rules.

All aircraft operating above or expected to operate above 400 feet are required to have a dedicated spotter for traffic.

All FPV (First Person Video) operation requires the use of a dedicated spotter who must have the sUAS in visual contact at all times and be qualified and in position to assume immediate control. Rotary wing FPV operations must be in the helicopter/glider area south of the entrance road and well clear of the picnic and camping areas.

D. Starting and Taxiing

D1 – Aircraft engines shall be started with the nose of the aircraft pointed toward the runway. Do not direct the exhaust toward another model or person. Be aware of your prop wash/EDF/turbine exhaust. **You are responsible for any injury or damage caused by prop/jet wash created by your aircraft.** The "starting tables" are for starting models, they should not be used as storage tables.

D2 – All engines will be equipped with a muffling device (jets and electrics and 1/2A engines under .075 displacement are exempted). All Pilots are responsible for noise containment. The Board shall deal with noise complaints on a case by case basis.

D3 – All aircraft must be physically constrained while moving between the Pit Area and the Pilot Blocks or assigned start-up area. **TAXIING IN THE PIT AREA IS PROHIBITED.** Fixed wing FPV operations will be on the main field where Sections D., E., and F. will apply.

D4 – Pilots shall ensure safe clearance onto the runway by looking both ways, then announcing the intent to take off prior to doing so.

E. Flying

E1 – All fixed wing, powered, aircraft flights shall be controlled from the designated "pilot blocks".

E2 – A single, straight line (Flight Line) is established for all flying activity. The Flight Line is defined as the North edge of the asphalt runway, in both directions to the field borders. The asphalt runway shall only be used for "takeoffs", "landings" and "touch and go" approaches. Low passes over the runway are not permitted.

E3 – Deliberate flying south of the Flight Line is prohibited.

E4 – 3D flight (e.g. hovering) is prohibited south of the designated Flight Line.

E5 - Flying beyond the designated boundaries of the field is prohibited. To the East, three white poles indicate the edge of the flying area, to protect the neighbor homes. To the North, our area goes to the road. Never fly over the road.

E6 – Pilots shall announce their intent to land prior to doing so. All flight over the runway must be announced prior to approach e.g. touch and goes, etc.

F. Landing

F1 – All aircraft shall land on the runway or north side of the flight line, in accordance with a left-hand or righthand traffic pattern and approach. Wind direction shall normally determine the appropriate approach direction. Emergencies may dictate otherwise, and the flying pilot retains responsibility for safe operation of his aircraft. He/she should communicate any deviation from the norm and all other flyers, airborne or on the ground, shall give way until the event is cleared.

F2 – Landing aircraft shall have access to the runway with the following priority: a) emergency landing, b) engine failure (dead stick), c) normal flights. The pilot should call out his intention to land and call out if it is an emergency or dead stick landings to alert others.

F3 – Aircraft stalled on the runway should be retrieved as quickly as possible. Intent to walk across the Flight Line or onto the runway shall be announced prior to doing so.

F4 – Servicing engines on the runway is prohibited.

G. Turbine Jets

G1 – In addition to an AMA Card, jet pilots must have a current AMA Turbine Waiver.

G2 – All jet aircraft pilots must have a helper/spotter, watching for manned and unmanned traffic, when flying.

G3 – Jet Pilots will keep high-speed passes at least 100 feet north of the paved runway. Speeds shall not be in excess of 200 MPH. Airfield boundaries and patterns apply.

G4 – The "start-up" area for jet engines will be on an existing hard surface taxiway, with sufficient distance from fences to prevent damage to field property. No jet engines will be started behind the Pilot Blocks at any time. No jet engines will be started on any assembly or starting tables.

G5 – OFMC maintains water and dry chemical fire extinguishers. Additionally, each jet pilot/helper shall have, within their reach, a CO2 or Halon fire extinguisher capable of combating a fire caused by crash or other mishap.

G6 – A Pilot shall activate the engine “shut-down” switch in the event of control problems, and anytime a crash is inevitable.

G7 – Turbine Jet flying is prohibited when the US Forestry Service has the fire risk as “Extreme”. The fire risk is published daily in the Star Banner weather section. For those who do not have access to the Star Banner, they can call 352 625-2520 (US Forestry Service, Marion County) to find out the risk factor. We are in Region #8.

H. Gliders/Sailplanes

H1 – The “Glider/Heli” field is that bounded as south of our access road, north of the south tree line, and east of the tree line to the west of that open field. All use of the “glider/heli” field must be 2.4 GHz transmission.

H2 – Winched and hand launched gliders/sailplanes must use the open grassy area on the South side of the entry road and East of the dumpster. Launching across or directly adjacent to the entry road is prohibited.

H3 – Non-powered, winch turn around or hi-start stakes, and any loose or potentially hazardous obstructions associated with operations on the field shall be clearly marked by a pole and flag.

H4 – Aircraft permitted to operate in this area shall not fly north of the east-west section of the access road.

J. Helicopters and Multi-Rotors

J1 – Rotary wing operations, including training and hovering, shall be conducted in the designated Helicopter area at the extreme southern end of the Glider/Heli area.

J2 – The “Glider/Heli” field is that bounded as south of our access road, north of the south tree line, and east of the tree line to the west of that open field. All use of the “Glider/Heli” field will be 2.4 GHz transmission only.

J3 – The Pilot shall attempt to shut down the engine in the event of control problems, and anytime a crash is inevitable.

J4 - Helicopters with a main rotor disc of 600mm or larger are permitted at the main flying field. Following the established flight pattern is required.

Important Notices

Any accident involving personal injury or damage to property other than models shall be immediately reported to a current member of the Club’s Board of Directors. The FAA (FAR107.9) requires the pilot to report to the FAA, within 10 days, an accident involving serious injury or loss of consciousness, and property damage or loss exceeding \$500, not including the aircraft itself.