

Ocala Flying Model Club Field Rules

AMA Safety Code and FAA sUAS Regulations are strictly followed.

We, the Ocala Flying Model Club, want all pilots to enjoy flying at our field. Your full cooperation with these rules is expected and appreciated. The objective is to extend the privilege of RC hobby to all members and authorized guests with the 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 safety rules, boundaries (Section K), and FAA regulations.
- 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.
- G) Use the designated road to enter the property, driving on the grass beside the road is prohibited.

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. All campers must register each camping day onto the form kept in the main pavilion (example: 3 days equals three entries on the form). For events held at OFMC; guest camping is permitted for the event weekend including 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 sponsor that will also be staying overnight. 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, aircraft assembly and engine runs will be done outside of the pavilion.

B. Pilots and Flight Line Personnel

B1 – All Pilots must be current members of the Academy of Model Aeronautics (AMA), be registered in the FAA sUAS DroneZone program, and have completed the FAA TRUST test. All aircraft must be properly marked with AMA number and FAA registration number per AMA rules and Federal Regulations. All pilots must display a current OFMC membership badge, temporary member badge or guest badge. OFMC has a 'No badge, no fly' policy.

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 model aircraft must fly at or below 400' per the FAA Exception for Limited Recreational Operations of Unmanned Aircraft (USC 44809). AMA sanctioned events at OFMC that have received an altitude waiver where a NOTAM is issued by the FAA may fly above 400' but not to exceed 700' (Lower Limit Value of the FAA UAS Facility Map) **only for the dates listed on the NOTAM**. All aircraft operating above or expected to operate above 400' are required to have a dedicated spotter for full scale traffic.

All FPV (First Person Video) operations require the use of a dedicated spotter. The spotter must have the sUAS in visual line of sight at all times and be qualified and ready 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 and/or hovering is prohibited south of the designated Flight Line.

E5 - Flying beyond the designated boundaries of the field is prohibited. From the main field, no flying south of the flight line (runway) is permitted. The east boundary is in line with the three white poles. The north boundary runs from the gate to the south side of the power lines well short of the road (110th). The west side runs diagonally inside the power lines. Flying over the trees on the near west side is allowed. Flying beyond the boundaries can result in being grounded for the rest of the day for the first offense (1 day suspension). Repeat violations can result in a 30 day suspension of flying privileges.

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 – Only OFMC members may fly turbine powered aircraft at OFMC. In addition to a current AMA Turbine Waiver endorsement, OFMC jet pilots must have completed the club's Turbine Waiver Flight Demonstration.

G2 – All jet aircraft pilots must have a spotter, watching for manned and unmanned traffic, when flying. Spotters are required to confirm that turbine pilots are current OFMC members and are in compliance with section B1.

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 the mowed open area south of our access road. North of the pit areas, east of the west tree line, and west of the property fence. 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 main 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.

K. FRIA (FAA Recognized Identification Area)

K1 – The main flying field boundaries as outlined in our FRIA (pictured below) show the approved flying space and surrounding area. All aircraft must be operated within the defined flying field box. No overflying beyond this area is permitted.

South Boundary: The flight line extends east/west in line with the paved runway.

East Boundary: Three white poles define the east boundary just within the gravel driveway. Caution, there are residences just east of our driveway.

North Boundary: Stay well inside the fence line that borders 110th St. No flying over the roadway or beyond.

West Boundary: Aircraft may fly over the trees near the west end but must not go over the power lines that run through the woods (see the diagonal border line).



K2 – OFMC pilots must follow the FAA Exception for Limited Recreational Operations of Unmanned Aircraft ([USC 44809](#)). This is the law that describes how, when, and where you can fly drones (*any RC Aircraft*) for recreational purposes. Following these rules helps keep people, your drone and our airspace safe:

1. Fly only for recreational purposes (personal enjoyment).
2. Follow the safety guidelines of an [FAA-recognized Community Based Organization](#) (CBO). For more information on how to become an FAA-recognized CBO, read [Advisory Circular 91-57C](#).
3. Keep your drone within the visual line of sight or use a visual observer who is co-located (physically next to) and in direct communication with you.
4. Give way to and do not interfere with other aircraft. (*full scale manned aircraft*)
5. Fly at or below FAA-authorized altitudes in controlled airspace ([Class B, C, D, and surface Class E designated for an airport](#)) only with prior FAA authorization by using [LAANC](#) or [DroneZone](#).
6. Fly at or below 400 feet in Class G (uncontrolled) airspace. *Note, OFMC does NOT have a waiver for any RC aircraft to fly above 400'.*

Note: Anyone flying a drone in the U.S. National Airspace System (NAS) is responsible for flying within the FAA guidelines and regulations. That means it is up to you as a drone pilot to know the rules: [Where Can I Fly?](#)

7. Take [The Recreational UAS Safety Test \(TRUST\)](#) and carry proof of test passage when flying.
8. Have a current FAA [registration](#), [mark](#) (PDF) your drones on the outside with the registration number, and carry proof of registration with you when flying. *OFMC also requires your name and AMA number to be marked on*

the outside of your aircraft.

Note: Beginning March 16, 2024, if your drone requires an FAA registration number it will also be required to broadcast [Remote ID](#) information (unless flown within a [FRIA](#)). For more information on drone registration, visit How to [Register Your Drone](#).

9. Do not operate your drone in a manner that endangers the safety of the national airspace system.
 - *Note: Remote ID modules are not required for OFMC pilots at the main flying field unless that particular aircraft is registered with the FAA as having a remote module. Any aircraft having a Remote ID module pre-installed must have the unit turned on regardless of flight operations within a FRIA.*

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.