

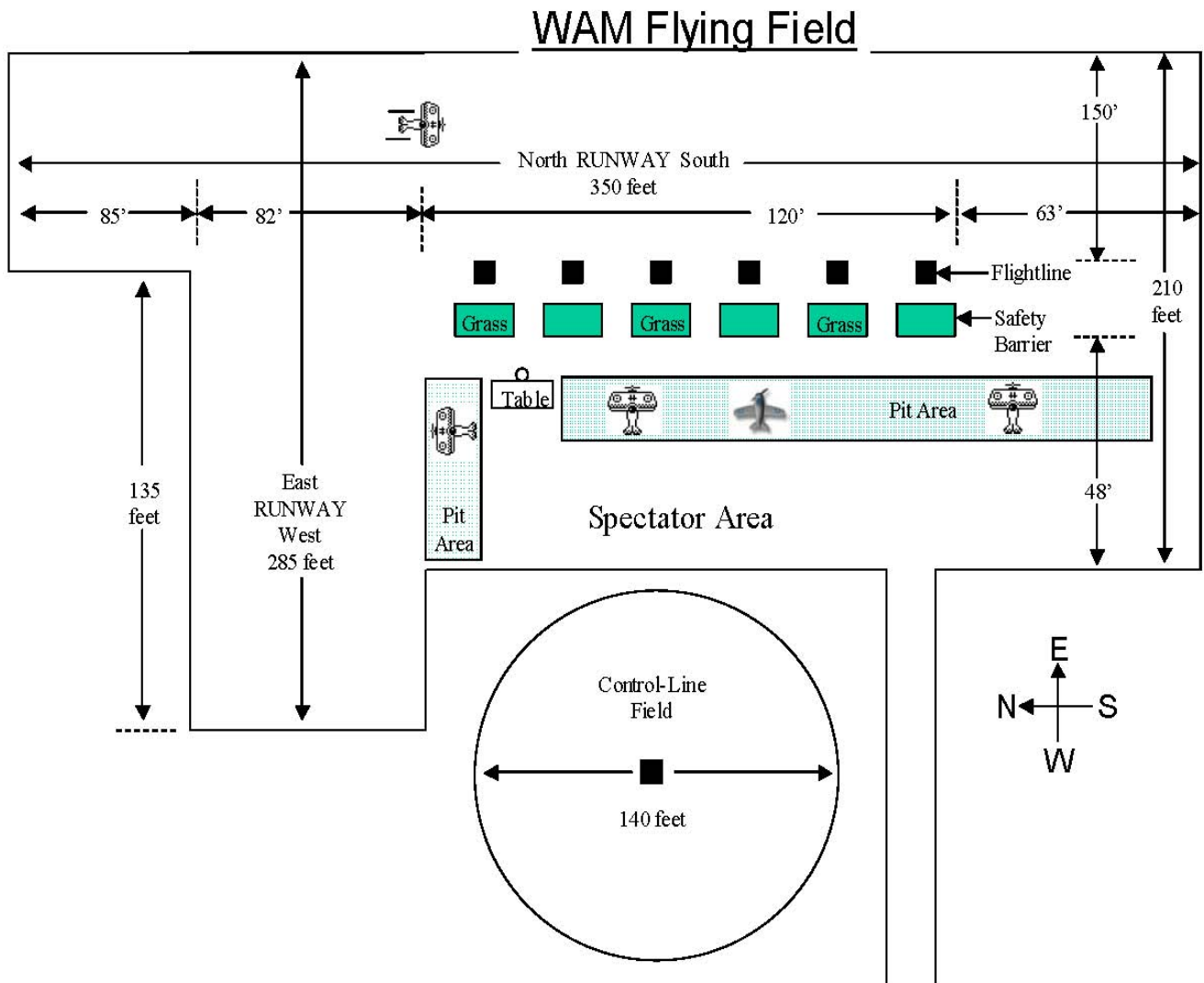
Woodland Aero Modelers
R/C Flying Field



Safety and Operational Rules

WAM R/C Flying Field Safety and Operational Rules

1. **Abide by A.M.A. National Model Aircraft Safety Code and DuPage Forest Preserve Model Aircraft Permit Rules and Regulations.**
2. Transmitter will be impounded while not in use by placing it on the flying field table and shall have a channel number clearly affixed to the antenna.
3. **Transmitter shall have a removable frequency control pin with flyer's name and 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. When two people are on the same radio channel (frequency), channel time usage shall be exchanged at least every twenty minutes.
5. **Prior to flight, all radio-controlled aircraft must be taken to the designated pit area, positioned/pointing towards the proper runway (if you're on the North-South runway's pit area, point your aircraft East or if you're on the East-West runway's pit area, point aircraft North) away from spectators, and restrained using tie-downs or pilot assistant while starting aircraft engine(s).**
Note: Refer to WAM Fly diagram below.



6. All R/C aircraft will be started in the designated pit-area and then carried out beyond the flight line for take-offs. You may taxi onto the flying field if pitting at the extreme South end of the pit-area, beyond the grassy

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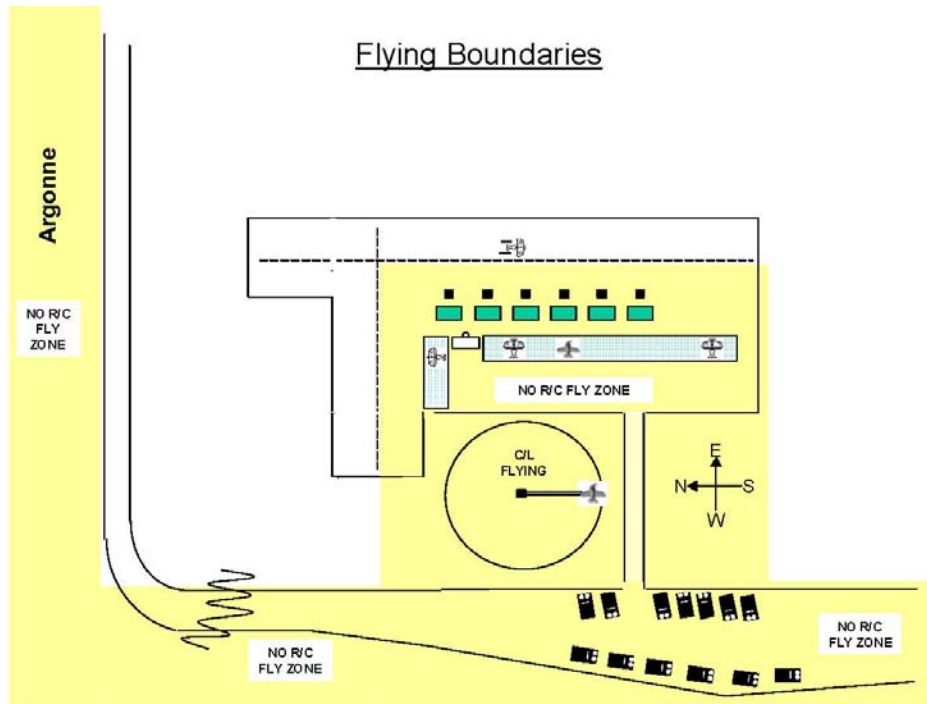
safety barrier, or at the extreme North end of the pit-area along the East-West runway (these extreme pit-area end-points are recommended to be used by those flying ¼ scale or larger aircraft, but not necessarily reserved for them).

7. **Starting and momentary engine run-ups 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 engines for break-in purposes shall only be done in the control-line circle, if not in use, and not in the pit-area.)**
8. All aircraft sound levels **must not exceed 100 dBs.** *Note: Refer to the "Sound Level Measurement Addendum."*
9. **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.**
10. All take-offs (rotating), landings and flying will be...
 - made away from people
 - East of the North-South runway centerline
 - North of the East-West runway centerline
 - On the active runway into the wind
11. **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). Fly in designated areas only.**

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

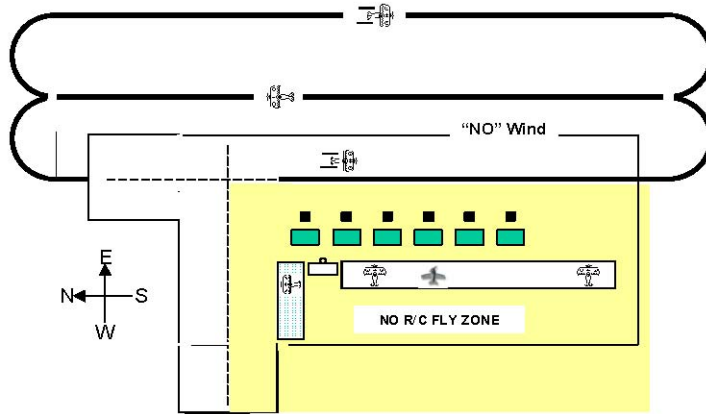
Refer to **Flying Boundaries** diagram below



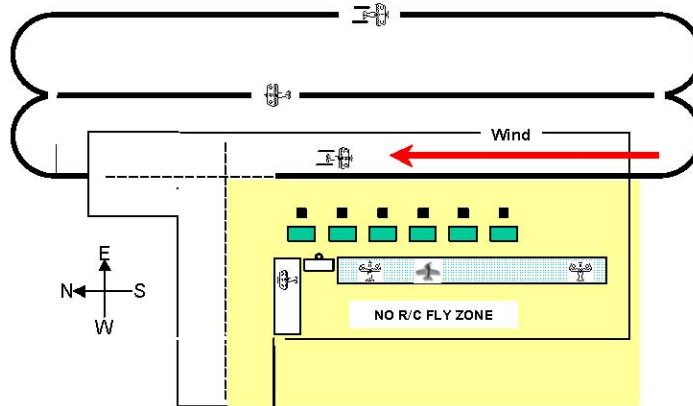
12. Most common WAM R/C flying field flight patterns include:

WAM R/C Flying Field Safety and Operational Rules

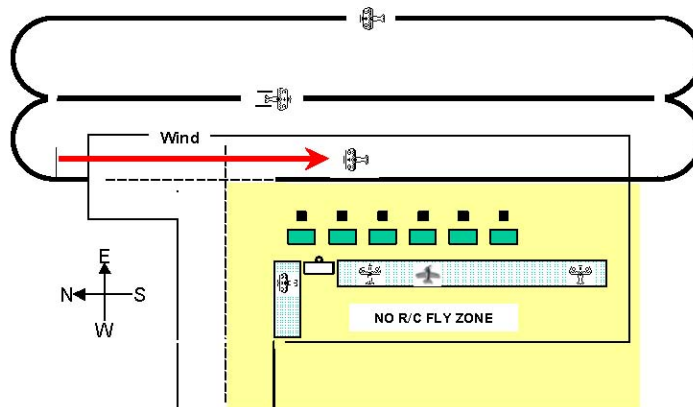
“No Wind”, Preferred Flight Pattern



Flight Pattern, Wind from the “South”



Flight Pattern, Wind from the “North”



13. Flying Protocols and/or Priorities...

- (1) Low flying full-scale aircraft has the *right-of-way*. See AMA Safety Code #2

WAM R/C Flying Field Safety and Operational Rules

- (2) 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 flying when needed
 - (3) People on the field have the *right-of-way*. Before walking onto the runway call-out your intentions (ex. "On the field," it's also important to let other fliers know when you have exited the runway by announcing "Off the field," so they may land or take-off.)
 - (4) Dead-stick R/C aircraft have the *right-of-way*. Flyers shall call-out abnormal aircraft flying conditions (such as... "Dead-Stick" or "Lost of Control"). Stay alert for lost of control aircraft
 - (5) Aircraft landing have the *right-of-way*. Flyers shall call-out "landing" before doing so
 - (6) Aircraft taking off, flyers shall call-out "taking-off" before doing so
 - Call-outs should be acknowledged by other flyers
14. Fly-bys are not permitted any closer to the flight line than the runway's centerline (min. 50 feet)
 15. **Helicopters will hover I nthe Northwest or Southwest corners of the field and not beyond the runways' centerline. While in flight, they shall be treated as any other aircraft.**
 16. Glider Hi-Starts will be parallel to the take-off and landing pattern.
 17. **No animals shall be at the field without a leash.**
 18. There shall be NO flying during flying field mowing operations.

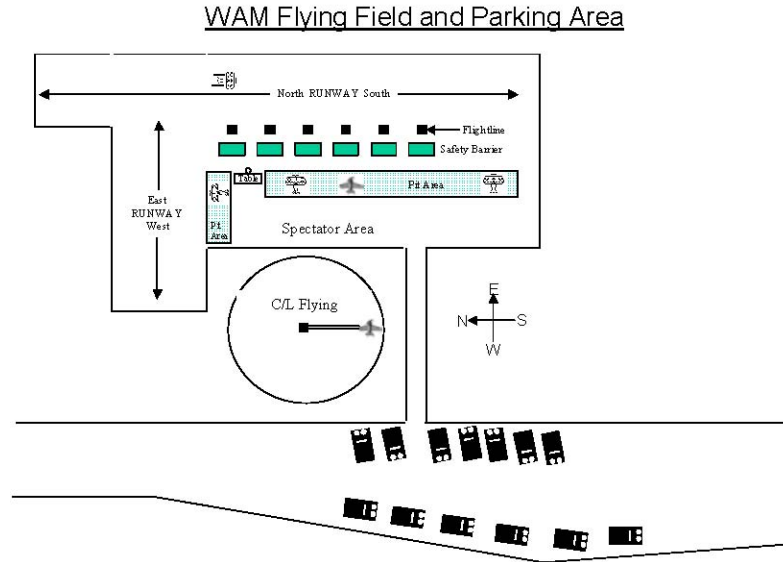
WAM R/C Flying Field Safety Guidelines

1. **Once the aircraft engine is started, removal of the glow starter and all engine adjustments must be done from *behind* the engine/prop-thrustline. Do not extend one's hand/arm over the turning prop.**
2. No engine restarts shall be made on the runway.
3. **Spectators will stay behind the pit-area.**
4. Range check your radio system with the antenna fully down and at least Ninety feet (90') from your aircraft checking that the control surfaces are moving in the proper direction and not chattering.
5. **The pit-area in and around a GASOLINE-Fueled model aircraft shall be considered a NO SMOKING area. (A fire extinguisher shall be in the pilots supporting field box/gear.)**
6. Don't fly alone, fly with a spotter (recommended)

WAM R/C Flying Field Safety and Operational Rules

WAM Flying Field Common Courtesies

1. Cars 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 an emergency or other vehicle can pass by unobstructed. Additionally, please do not park in front of or block the flying field path entrance.



2. Aircraft must be flown in a safe and responsible manner at all times.
3. **All members are responsible for leaving the flying field and parking area clean and neat.**
4. When starting or running up your model aircraft keep in mind that operators of the aircraft parked next to you are waiting until you are finished (don't waste a lot of time). If major engine adjustments are needed, out of courtesy, take a short break and ask pilots of aircraft next to yours to start-up and fly or pack it up and make your engine adjustments at home.
5. The butt-cans in the pit-area are for cigarettes, not for garbage.
6. Members and guests shall conduct themselves in a civil and sportsmanlike manner at all times.
7. Use a catch bottle or extra fuel tank to catch excess fuel. If your exhaust is aimed at the ground, use a mat so as not to saturate the grass with unburned exhaust fuel.