

The NRMFC Field Etiquette

April 4 /2016

- Always be cautious of the prop arc and the area forward. Be sure the immediate area is clear before starting or running an engine above idle. Try to alert people in your immediate area.
- When walking in proximity of the flight line or onto the field to retrieve an airplane, avoid walking directly in front of other flying pilots.
- Always call out your intention to go onto the field. Observe all requests to land before you go. Spend as little time there as possible and announce when you are clear of the runway as well.
- Call out your intentions or difficulties to others flying. Example: "Taking off", "Coming in/Landing", "Touch and go", "On the field", "Off the field", "Dead stick" or "Lost control".
- Give landing aircraft priority use of the runway and the airspace immediately surrounding should a go around be necessary.
- Always be in control of your aircraft, whether on the ground or in the air. **DO NOT** fly directly towards the flight line and divert at the last minute.
- We should not hold conversations with pilots while they're flying unless you know it is welcome.
- When standing in the immediate vicinity of a flyer, be sure to provide **plenty** of space and stand back a foot or two to allow him/her clear vision up and down the flight line.
- Dogs and other pets are best left at home. A flying field is not a good place for a dog.
- Young children should **always** have an adult's undivided attention.
- Help search for downed aircraft if you can. Aircraft should not be flown over search activities.
- Always communicate with others ahead of time, any intentions to fly 3D, aerobatics, or hovering maneuvers that may not be a good fit with normal flight patterns. Try to work out a compromise.
- Helicopter, other multicopter pilots should try to use the hover area when they are strictly hovering.
- When starting or running up an engine, be conscious of the prop blast.
- When possible avoid taxiing your plane in close proximity of pilots that have an airplane in the air. NEVER taxi aircraft in the pit area.
- NO SMOKING IN PIT AREA or in group shelter, both for obvious safety reasons and normal courtesy.
- We should not adjust equipment of a fellow modeler (IE: needle valve) without their consent.
- Try to keep engine-running time in the start-up area or pits or to an absolute minimum!
- Try to limit use of flight stations to 15 minutes if others are waiting for an open station to fly from.
- We should keep unsolicited advice to an absolute minimum, however safety concerns should always be politely brought to the attention of a fellow modeler.
- We should try to keep the language clean! Remembering that this is a family sport, and many modelers have children grandchildren, nieces and nephews they are trying to involve in R/C
- Please **do not plan on flying during scheduled student nights**, as the Walker field is closed to regular flying then.
- If training occurs on other than training nights: Give student pilots' airplanes plenty of space when flying. Student pilots flying at peak use times please be patient, regular flyers take priority for flight stations.
- Our fields are cut by volunteer members, they may only have weekends off, and thus should have **complete** right of way whenever they arrive. They are giving us their time, often at the expense of flying their own models. We should **NEVER EVER** when finding the lawn is being cut; roll our eyes or negatively remark.

