

Recommended RC Flying Site Specifications

A. INTRODUCTION:

The Academy of Model Aeronautics has determined that most modelers and model clubs are careful in their selection of flying sites, site layout, and operational practices.

The suggested specification detailed below has been developed to promote improved field management and provide added margins of safety for the ever-increasing numbers of fliers and spectators. Most clubs should be able, with reasonable effort, to comply with this suggested layout for general field arrangement and conditions for sport flying.

The suggested specifications are not intended as mandatory requirements, and compliance with these suggestions does not, of course, guarantee that no accident will occur. The AMA recommends that individual clubs design their flying sites based not only on the suggested specifications below, but also upon the individual characteristics of the flying site and the type of RC activity which is anticipated. AMA should be contacted if there are any questions concerning site specifications and site layouts.

The AMA Safety Code remains the governing factor. All members and clubs must conduct their field operation in accordance with the Code.

TAXI AREA: No landings or takeoffs from this area.

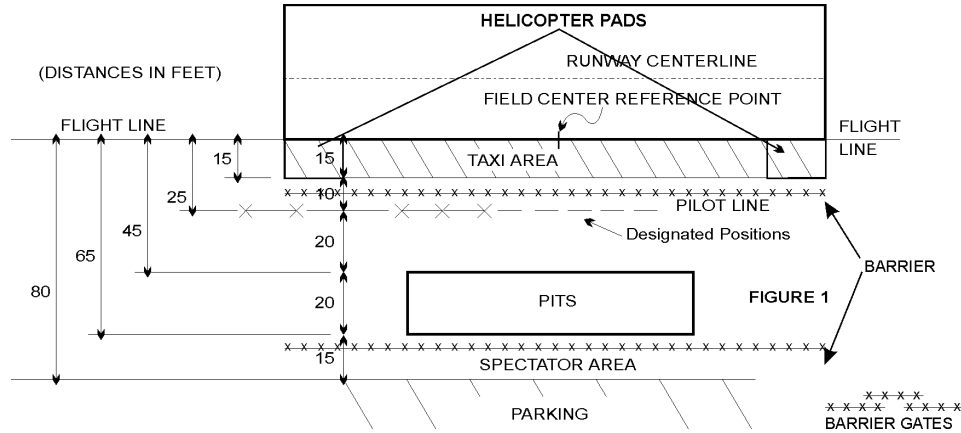
—Provides additional open space between pilots and aircraft during time when most out of control accidents happen.

—Allows taxi room in front of other pilots with less likely chance of other frequencies “swamping” taxiing aircraft.

BARRIER: Designed to stop taxiing models from veering into pilot’s and/or spectator’s positions (plastic or chainlink fencing, hay bales, shrubbery, etc.).

PILOT LINE: Set back from runway edge to keep pilots away from aircraft.

—x— Designated pilot positions spaced about 20 feet apart.



B. PERSONNEL SIDE OF FLIGHT AREA:

LOCATIONS

- Runway edge is the basic
- Pilot line a minimum of
- Pit line a minimum of
- Spectator line a minimum of
- Parking lot a minimum of

DISTANCE FACTOR*

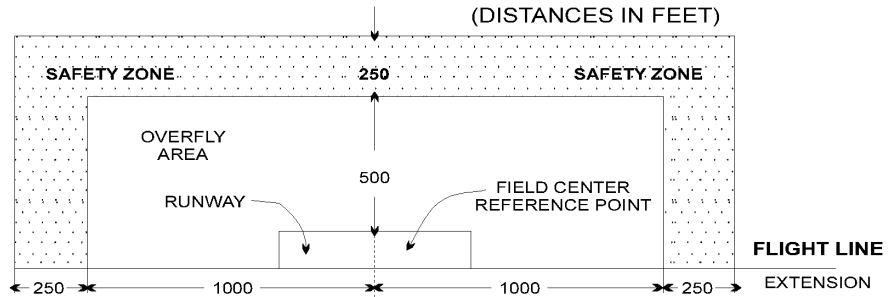
- Reference line or 0
- 25 feet from reference
- 45 feet from reference
- 65 feet from reference
- 80 feet from reference

SAFETY ZONE An additional 250 feet safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or outdoor personnel activities are in the general area.

C. FLIGHT SECTOR:

(Covering a 180° sweep on the flying side of the reference line)

Flight area clear of potential hazard** at least 1,000 feet left and right and 500 feet in front of pilot. Most flying is contained within 1,000 feet either end from field center reference point and 500 feet in front of reference point. Field center reference point is located in FIGURE 1, but essentially is edge of runway at the center of the field.



D. SIGNS—SUGGESTED MINIMUM POSTING REQUIREMENTS FOR PUBLIC NOTICE:

- Flying Site***
- Field Rules
- Current AMA Safety Code
- “No spectators beyond this point without escort”
- Park Area (signs at boundaries)

E. EQUIPMENT:

Frequency Control Board at RC sites.

*Measured perpendicular from edge.

**Potential Hazards:

Personnel working, playing, traveling outdoors. Vehicle occupied or unoccupied such as—car, truck, boat, aircraft, bus, train, etc. Building having glass surfaces facing the flying area.

Storage facility containing volatile products or compressed gasses.

***This sign may be incorporated with the field rules but should be the leading words in a larger letter size at the top of the sign. Placement of the sign should be situated so that spectators can easily read it.