

Orange County Modelers Association (OCMA)

Bob Swenson Memorial Field

FLIGHT AND SAFETY GUIDELINES

GENERAL FIELD RULES

- 1) Field is closed on red flag warning periods. Check the www.flyocma.com website
- 2) The current AMA Safety Code is in effect at all times. The following rules are OCMA specific rules and apply in addition to the current AMA Safety Code.
- 3) The Field Marshal has the authority to suspend a pilot for the day, take the pilots badge, or report the pilot to the board for disciplinary action. If, at the request of a Field Marshal, the pilot refuses to tender their badge and/or threatens violence they shall be immediately and permanently removed from OCMA.
- 4) All flying shall be done in a safe and orderly manner. No Pilot shall fly in a reckless manner which endangers themselves or others.
- 5) Observe the established No-Fly Zones. Flying is PROHIBITED in these areas at ALL times. Flying over unprotected people is strictly PROHIBITED.
- 6) NO TURBINES ALLOWED, FIXED OR ROTARY WING.
- 7) Alcohol consumption is NOT allowed on the OCMA premises
- 8) If there are Fire Fighting operations (such as water dropping helicopters), or Mountain Rescue helicopters practicing on the hills you must land immediately. There is NO flying at any time when Fire or Rescue practice crews and equipment are in the air or on the ground.
- 9) NO SMOKE PERMITTED at any time. If a plane has a smoke system it must be kept empty and off at all times.
- 10) Flying hours: Monday through Sunday, dawn to dusk.
- 11) Night Flying is not permitted
- 12) Each OCMA member is VERY STRONGLY encouraged to avoid flying alone.
- 13) No electric or gas R/C cars allowed on the premises
- 14) Before retrieving a crashed aircraft in over-fly field area, wait until all aircraft have landed
- 15) Badge policy
 - a. No Badge, No Fly
 - b. Flying guests MUST have a current AMA card and post it. No AMA card posted, No Fly.
 - c. All guests MUST sign the Irvine Co. Waiver each time they enter the field premises. This includes all guests flying or not
 - d. Guests may fly at OCMA three times annually

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- e. Each member may bring three guests per year
 - f. Each member must display their OCMA badge while at the field at all times (72 MHz flyers must place badge on the frequency board while flying).
- 16) Gate Policy
- a. Lock the gate when you enter and leave
 - b. DO NOT leave it open for your buddies
- 17) Speed Limit is 10 MPH on the entire property. Violators will face disciplinary action.
- 18) If dusty conditions exist, you must slow down to create a minimum amount of dust (5 MPH).
- 19) FIRE EXTINGUISHER
- a. Everyone must have a Fire Extinguisher and it must be accessible when flying.
 - b. Put it out where easily accessible while at the field.
- 20) NO SMOKING
- a. Nowhere on the property
 - b. Not in your car
 - c. Not in your trailer
 - d. Not in the bathrooms
- 21) PICK UP YOUR TRASH
- 22) No open fires
- a. Small, portable gas grills are OK
 - b. NO CHARCOAL FIRES
- 23) No Overnight camping or parking
- 24) USE AN OVERFLOW CONTAINER FOR FUELING
- a. No direct discharge of fuel on the ground
- 25) LIPO CHARGING
- a. Lipo's must be charged in a fireproof container. Do not charge lipos in or on your car
- 26) You are responsible for your kids and your pets
- a. If they damage something, you pay.
- 27) All pets must be on-leash at all times
- a. You are responsible to clean up after your pets
- 28) FIELD MARSHALS ARE EMPOWERED TO ENFORCE ALL RULES

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FLIGHT RULES

- 1) Fixed wing flight ops will be done at the fixed wing site.
 - a. No fixed wing flying at the heli pad.
 - b. True foamies and multi-rotor aircraft can be flown in the area between the fixed wing site and the heli pad near the block house and containers. Flight must be contained within this limited field.
- 2) Taxiing is NOT allowed in the pit area
- 3) Pilots must stand on the Pilot Stations while flying. Only the pilot, student, and observer/spotter are allowed at each Pilot Station.
- 4) NO FLYING OR HOVERING OVER THE RUNWAY. The runway is in the designated No-Fly Zone and is to be used for take-off and landing only.
- 5) Hover over the pad provided at the far edge of the runway!
- 6) Deliberate flying behind the Flight Zone Deadline or Landing Deadline is prohibited.
- 7) A "See and Avoid" policy relative to full scale traffic will be in effect at all times. Full scale traffic will ALWAYS have the Right-of-Way.
- 8) When in doubt of the intentions of full size aircraft or helicopters as they approach the model aircraft runway area LAND IMMEDIATELY!
- 9) There shall be a maximum of five aircraft aloft at any time.
- 10) Aerobatic flying shall be performed away from the runway and shall never cross the Flight Zone Deadline.
- 11) All pilots shall fly the designated take-off and landing patterns. Initial take-off direction shall be down the centerline of the runway and away from any spectators. Aircraft shall not takeoff before reaching the Takeoff Line on the runway.
- 12) Do not overfly the Heli pad and avoid inbound turns on the west end of the flight area
- 13) Avoid high speed inbound turns towards the pits. Ensure that loss of control or airframe failure will not result in your aircraft continuing on into the pits.
- 14) All landings shall be done ON THE RUNWAY when possible.
- 15) All fixed-wing aircraft with propellers and smaller than 30cc shall be located in front of the engine starting line, adjacent to the runway AND be pointed toward the runway during and after

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the engine start-up process. Pilots shall take care not to start the engine until the area in front of the aircraft is clear of other planes or pilots.

- 16) 30cc and larger propeller aircraft must start beyond the line on the taxi ramp to the runway. No starting or running of any engines in the pits
- 17) Aircraft with 30cc or larger engines MUST have a holder or secondary restraining device such as heavy-duty strap anchored firmly.
- 18) Aircraft with engines smaller than 30cc may be held by the person starting the aircraft, but proper restraint or a holder are highly recommended.
 - a. All starting and running must be on the taxi ramp or on the airplane stands.
- 19) NO ENGINE STARTING OR RUNNING behind the yellow line.
 - a. When starting all aircraft must be facing the runway.
- 20) Tuck in any hanging transmitter neck-straps when starting the motor.
- 21) Never reach across the propeller arc to unplug a glow driver, rather move to the rear of the plane and remove the glow driver from behind the propeller.
- 22) Non-OCMA members that are "Student Flyers" (meaning under the direct supervision of an OCMA member) are welcome to flight instruction at the field provided they are an AMA member.
- 23) Pilots should try to have a spotter available when flying. The determination of the need for a spotter for a pilot will be at the discretion of an OCMA Field Marshal.
- 24) Take-offs and landings are to be from right to left into prevailing wind (unless wind conditions dictate otherwise).
- 25) Pilots must make appropriate announcements of "taking off", "landing" or "dead stick or emergency landing" in an emergency.
- 26) Emergency landings have priority
- 27) When returning from the runway onto the taxiway after flight, you shall turn your motor off prior to passing the safety fence (Engine Kill Zone).
- 28) Any dangerous flying is cause for suspension of flying privileges.
- 29) Violations or grounding of the pilot is at the discretion of the Field Marshal, with final authority at the discretion of the Safety Officer.

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HELICOPTER FLIGHT RULES

- 1) All Helicopter flying is restricted to the 2.4 GHz Frequency.
- 2) No Heli 3D or non-pattern/FAI Heli flying at the Fixed Wing site. Heli Pattern/FAI style may be flown at the Fixed Wing site, all other Heli flying shall be done at the Heli Pad.
- 3) All beginners at the hovering stage shall use the designated training pad.
- 4) All Heli pilots can use the Heli training pad if they only hover and do not enter forward flight
- 5) Pilots in Full Forward Flight shall use the main Heli pad and pilot station. No flying from the pits and no flying from beyond the pilot station.
- 6) Heli Landings and autorotations shall use the main Heli pad.
- 7) Pilots may use buddy boxes for training, understanding that the instructor is Pilot In Command and must conduct operations in training following the general Heli flight rules.
- 8) A Heli pilot may not operate the craft in a manner to interfere with fixed wing operations, or in an unsafe manner. No flying over the fixed wing site.
- 9) Any pilot flying electric helis must observe the battery safety precautions outlined elsewhere in the rules.
- 10) The frequency control policy previously introduced in this document shall be in effect for the helicopter flight zone.
- 11) All heli pilots MUST wear their OCMA member badge visible on their person.
- 12) No fixed wing flying at the heli pad.
- 13) Violations or grounding of the pilot is at the discretion of the Field Marshal, with final authority at the discretion of the Safety Officer.

MULTI-ROTOR FLIGHT RULES

- 1) All Multi-rotor flying is restricted to the 2.4 GHz radio systems. Any other frequency band used must have appropriate FCC license on person or on display per FCC rules.
- 2) Multi-rotor flying is generally restricted to the Heli site.
- 3) Multi-rotor aircraft may be flown at the Fixed Wing site and are restricted to flying the pattern or the perimeter of the field boundaries. No more than 1 multi-rotor may be flown at a time in the fixed wing area.

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- 4) Pilots must use the main Heli pad and pilot station. No flying from the pits and no flying from beyond the pilot station.
- 5) Pilots may use buddy boxes for training, understanding that the instructor is Pilot In Command and must conduct operations in training following the general multi-rotor flight rules.
- 6) A multi-rotor pilot may not operate the aircraft in a manner to interfere with fixed wing operations, or in an unsafe manner. No flying beyond the Heli / Multi-rotor zone.
- 7) All multi-rotor flight must be conducted within Visual Line Of Sight (VLOS). This is the distance at which the pilot is able to maintain visual contact with the aircraft and determine its orientation without enhancements other than corrective lenses.
- 8) All FPV flights require an AMA FPV pilot to have an AMA FPV spotter next to him/her maintaining VLOS with the FPV aircraft throughout its flight.
- 9) All pilots must observe the battery safety precautions outlined elsewhere in the rules.
- 10) The frequency control policy previously introduced in this document shall be in effect for the Heli / Multi-rotor flight zone.
- 11) All pilots MUST wear their OCMA member badge visible on their person.
- 12) Violations or grounding of the pilot is at the discretion of the Field Marshal, with final authority at the discretion of the Safety Officer.

FPV FLIGHT RULES

- 1) AMA FPV guidelines are enforced at all times.
- 2) Pilots must stand on the Pilot Stations while flying. No more than 2 FPV may be flown at a time. Exceptions to number of FPV flights at the same time must be pre-approved by the on-site Field Marshal or Safety Officer.
- 3) All FPV flights require an AMA FPV pilot to have an AMA FPV spotter next to him/her maintaining VLOS with the FPV aircraft throughout its flight.
- 4) The AMA FPV spotter must communicate with the FPV pilot to ensure the FPV aircraft remains within VLOS, warning the FPV pilot of approaching aircraft, and when avoidance techniques are necessary.

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- 5) During an FPV flight, the FPV spotter must be prepared to acquire the transmitter/control from the FPV pilot and assume VLOS control of the model aircraft at any time safe operation of the flight is in question.
- 6) Before the initial FPV flight of an FPV model aircraft and/or after any changes or repairs to essential flight systems, the FPV model aircraft must have an R/C test flight by conventional VLOS.
- 7) AMA FPV pilots must first be capable of flying their FPV model aircraft manually before utilizing FPV flight.
- 8) AMA FPV spotter is required at all times.
- 9) The runway is in the designated No-Fly Zone and is to be used for take-off and landing only.
- 10) Deliberate flying behind the Flight Zone Deadline or Landing Deadline is prohibited.
- 11) Field boundaries and deadlines are enforced for all FPV flights.
- 12) All pilots MUST wear their OCMA member badge visible on their person.
- 13) Violations or grounding of the pilot is at the discretion of the Field Marshal, with final authority at the discretion of the Safety Officer.

FLIGHT ZONES

The following diagrams illustrate the approved flight zones.

FLYING SHALL OCCUR BEYOND THE DEADLINE

FLIGHT DEADLINE IS ESTABLISHED AS THE EDGE OF THE RUNWAY

LANDING DEADLINE IS THE INSIDE EDGE OF THE RUNWAY

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FREQUENCY CONTROL RULES

- 1) The established club frequency control plan shall be in effect at all times
- 2) A Member using 72 MHz must wear his/her OCMA Membership Badge on their person until they are prepared to fly, then place their badge on the frequency board in the correct position according to the channel number.
- 3) Use of the frequency is limited to 20 minutes, including troubleshooting. Flight time is limited to 20 minutes, even for systems using 2.4GHz.
- 4) Operating your transmitter before acquiring the frequency is STRICTLY PROHIBITED. If you violate this rule and cause damage to or loss of another's aircraft you are financially responsible and shall make FULL compensation to affected parties. Failure to make compensation will result in suspension or dismissal from the Club.
- 5) If your transmitter is on 2.4GHz, then wear your OCMA Membership Badge on your person while you are at the flying field and also when flying.
- 6) Each transmitter must be narrow band (72MHz aircraft frequencies only). However, the six-meter band and 2.4GHz band are exempt from this rule.
- 7) All Helicopter flying is restricted to the 2.4 GHz Frequency.

HOUSEKEEPING RULES

1. Each member must unlock the entrance gate to enter and then must lock the gate before continuing to the heli and fixed wing area.
2. When leaving the flying area each member must lock the entrance gate after exit.
3. Do not tamper with, break or alter the lock. Do not tamper with or break any other lock on the gate.
4. Lost gate keys will be replaced for a \$50.00 fee.
5. Gather all trash and place it in the dumpster that is provided.
6. IT IS YOUR RESPONSIBILITY TO KEEP THE FIELD CLEAN.
7. The first person arriving at the field must open safety lockbox and the last person leaving the field is responsible for securing the safety lockbox.

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EMERGENCY PROCEDURES AND CONTACTS

FIRST AID KIT AND FIRE EXTINGUISHER ARE IN THE MARKED CONTAINER

IN CASE OF EMERGENCY DIAL 911

IN ORDER TO MAKE AN EMERGENCY CALL WITH YOUR CELL PHONE, DRIVE BACK DOWN THE ACCESS ROAD TOWARDS SILVERADO CANYON. CELL PHONE ACCESS IS BEST AT THE FORK IN THE ROAD NEAR THE ACCESS ENTRY.

Nearest Hospital:

SNAKE BITE ONLY

Western Medical Center

1001 North Tustin Ave.

Santa Ana, California 92705

714- 953-3500

ALL OTHER EMERGENCIES:

Chapman Medical Center

2601 East Chapman Ave.

Orange, California

714- 633-0011

Non-Emergency Contacts:

Irvine Company Security: 949-936-8026

OC Sheriff Substation: 770-6011 (do not dial area code)

Fire: Orange County Fire Authority. 949-770-6016

FIELD LOCATION DIRECTIONS:

5305 Santiago Canyon Road

Follow Blue Diamond Road to the end.

Field GPS Coordinates: 33deg 46'18.07 N, 117 deg 41'52.79 W