RC FLYERS FIELD RULES

October 2026

Field Operations

1. Open flying is permitted seven (7) days a week except Sunday when only electric powered airplanes are allowed prior to 9:30 AM. Per OTOW Noise Abatement Policy and HOA restrictions, no flying between the hours of 11:00pm and 7:00am, any day of the week.
2. Turbine aircraft may be flown by members only who have complied with all the requirements of the AMA 510 series of publications. A designated turbine waiver contest director will perform check flights for newly joined members who are waivered and will supervise any member seeking a turbine waiver.

Definitions

"GUEST": Anyone not having a current Resident, Guest Services, or Gateway of Services ID Card. Guest is anyone flying either their own or someone else's aircraft or bringing an aircraft for a Club Member to fly.

"RESIDENT SPONSOR": OTOW Resident or Sales Department Representative who brings the Guest to the use the field. They will be billed by OTOW and are responsible for paying the Guest Service Fee.

"CLUB SPONSOR": A Club Member who assists the **GUEST** in filling out the *Guest Log & Hold Harmless Forms,* reviews Club Field Rules, assures the Guest is a current AMA member, and remains with the Guest while they use the field. They are responsible for the Guest following Club and AMA Rules. **Club Sponsor may or may not be the Resident Sponsor.**

Guest Policy Summary

- All Guests MUST be accompanied by a Club Sponsor to use the Field.
- Club members are not required to act either as a Resident or Club Sponsor. If you are unable/unwilling to do so, please assist the Guest in contacting a Club Officer or Flight Instructor for assistance.
- Guest Log must be filled out. It is the Club Sponsors' responsibility to see to this.
- Guests may use the Field 2 times a year if they are not staying with the member. Contact a board member prior to utilizing the field.
- Employees of OTOW must have written permission from the HR Department. They can use the field unlimited times each month, no Guest Fee. They must sign the Guest Log on each visit, sign a Hold Harmless, and have a Club Sponsor with them.
- OTOW General Rules and HOA Rules of Conduct apply to all members and guests.

3. Spectators will remain outside the pit area behind the spectator fence or seated in the center pavilion, unless they are an AMA member.
4. Smoking is discouraged entirely (but prohibited in the pit area, under the pavilion or on the flight line). TAKE YOUR BUTTS HOME if compelled to smoke.
5. Alcoholic beverages are not allowed on site. This includes non-alcoholic beer and wine coolers.

FLIGHT SAFETY

1. AMA membership is required for both members and guests. All flyers must comply with AMA rules for Safe Operation of Model Aircraft.
   A. "All members will be required to wear membership badges in the pits and while flying."

2. The NO-FLY deadline extends from the edge of the main runway east/northeast to the tree marked with the white plane 650 feet from the end of the runway and west/southwest to the tree marked with the white plane, 600 feet from the end of the runway.

3. The club encourages the use of 2.4 GHz systems. The safe use of 72 MHz equipment will be self-policing without jeopardy by OTOW RC Flyers, Inc., or its officers.
4. Pit safety stands/starting benches (hereafter called starting benches) and ground restraints must be used for starting gas or glow powered aircraft. Electric planes must be armed (battery connected) at designated areas

and unarmed before the taxi gates or at the starting bench after landing. When working on electric powered aircraft *with batteries installed*, the propeller must first be removed.

5. A transmitter range check must be accomplished for any repair, modified, or new aircraft prior to the first flight. A Fail-Safe check should occasionally be performed.
6. No taxiing in the pit area. Walk or carry the plane directly to a taxi gate. Take-offs and hand launches are initiated from the gates and flown from one of the four pilot stations. Intentions to exit onto the runway or hand launch and all landings, particularly dead sticks, must be announced by the flyer and acknowledged by other flight station pilots.
7. All flying from the main runway is to be done from pilot stations. It is allowed for pilots of both gliders and powered aircraft to stand behind their plane on the main runway for a first flight or glider launch into the wind, but you must have consent of other flyers and retreat to a pilot station for the balance of the flight.
8. Flyers are encouraged to NEVER fly alone and use a **spotter** when multiple aircraft are in the air.
9. 3D style maneuvers or high-speed low passes must be performed north of the paved runway.
10. ALL aircraft MUST have the capability to be shut down from the transmitter.

Courtesy

1. The main runway airspace is available for all members to use. Members must share the airspace and not attempt to dominate its usage. Exclusive or single member use is prohibited when other members wish to fly. The exceptions are maiden flights, test flights after major repairs or modifications and solo flights by students under evaluation. For these exceptions the pilot or instructor will request others to stand down for the affected flight. This rule does not prohibit pilots from voluntarily alternating flights, but courtesy and respect among all present is required to prevent conflicts. Fixed wings and rotary wing aircraft may not be flown simultaneously.

2. Pilots intending to fly must announce to any pilot currently in the air their intentions and receive confirmation before taking off. Pilots currently airborne cannot prohibit other pilots from flying; however, they may request that those pilots either hold their position or land immediately.

3. Do not run engines for prolonged periods in the pits like break-in or substantial tuning or engine starting adjustments. Use the west test area for this purpose. Perform brief run-up testing for gas and glow powered aircraft at the starting benches or ground restraints but not at the taxi gate where other pilots cannot hear their aircraft in flight.

4. The sunshade assembly tables are to be used exclusively for aircraft assembly or minor repair activities. Remove equipment such as toolboxes, fueling equipment, transmitter cases and batteries so the tables are clear for other flyers if needed. Field boxes and starters removed from starting benches must be placed out of the way to prevent a tripping hazard for the next user.

5. Keep aircraft out of the pavilion and place them in the pit area.

6. Pets must be on a leash and always controlled. Pets are not allowed in the pit area. Properly registered service dogs are allowed to accompany their owners as an accommodation in accordance with state and federal laws and codes pertaining to The Americans with Disabilities Act (ADA).

OTOW RC Flyers Multi-Rotor and Small Helicopter Field Rules

1. The multi-rotor time trials field has been designed with a layout prescribed by the Academy of Model Aeronautics document entitled “FPV Multi-Rotor Club Sport Racing Recommendations” and the timing trials layout prescribed by the “Multigap Special Interest Group (SIG)”. The course perimeters are 300’ long and 150’ wide with the pilot positions inside of a safety netted canopy/safety cage located on the edge of the course. All normal AMA and club rules pertaining to operations and spectators will be governed by these layouts. Drone flight is to be contained within the course, notwithstanding inadvertent excursions which require immediate correction.
2. This multi-rotor field was developed primarily for FPV Multi-Rotor pilots with line-of-sight multi-Rotor and small helicopter use on a non- interference basis. FPV Pilots flying at this site have priority on 5.8 GHz video frequencies. Any RC club member flying FPV aircraft on the main runway must determine if the multi-Rotor field is being used. If the multi-rotor field is being used, they must coordinate to ensure they are not operating on the same frequency. Heli’s and small planes may continue to the west, to the same border as the main field (the big tree). All pilots at this field will put their name on the white -board and go down the list in order, ensuring fair opportunity to fly.
3. All FCC Rules for FPV operations on the 5.8 GHz video band shall apply (See United States Code 47 CFR, Part 15) pertaining to system power, certification, and amateur radio licensing. A minimum FCC Technician license is required

for any system with.
transmission power exceeding 25mW. See also AMA Document entitled “System Licensing Guidance for FPV Flight”.

4. Previous para 4 deleted. In part, FPV operations are governed by AMA Document 550, “Unmanned Aircraft Operation Utilizing First-Person View”. All multi-rotor novice pilots in training must always have a spotter with them. Once the pilot is proficient and checked by a multi- rotor instructor, the line-of-sight pilot will no longer require a spotter. All FPV pilots will require a spotter. FPV racing will be conducted under the vigilance of a fully qualified flight line supervisor.
5. FPV pilots turning on video transmitters must announce their frequency and that they are turning on. When turning on they must also be 20 feet away from the flying FPV pilot’s headset. Turn off your transmitter as soon as you detect interference. The use of the frequency board can be helpful, but the best solution is to use the "racing league protocol" and choose mutually agreed frequencies prior to racing. Some multi-rotor frequencies cannot be changed so pilots must cooperate in selecting frequencies. Note! These frequencies do not affect the safety of the flight control motors, only the video portion, if video deteriorates, the Multi -Rotor is immediately landed (dropped).
6. All new Quad and Helicopter pilots must demonstrate proficiency and be checked by a club instructor before solo Flying is permitted.
7. The purpose of this rule is to provide the additional use of the drone track for small, fixed wing aircraft. For this rule “Small Fixed Wing Aircraft” are those electric powered that weigh no greater than 250 grams .55 pounds/ 9 ounces ready to fly with battery installed. Other definitions might include “Micro Flyers”, “Indoor Flyers, “Backyard Flyers” but the intent is that they are very light weight, low performance aircraft.
   A. The flight area includes the boundaries of the drone track with no overflight to the north, east or the tree line to the south.
   B. No fixed wing operations during the RC Car Club racing events. The days and times for club racing change and are the sole rights and responsibility of that club and it is the responsibility of the individual RC Flyer to discover and be aware of these days and times. Additional consideration should be given to casual race car operators present, good judgement and courtesy should prevail.

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OTOW RC FLYERS
OCALA FLORIDA