



Lake County Modelers & Flyers Assn.

Operational Rules



1. At all times, crewed aircraft have the right-of-way. Once it is apparent that a crewed aircraft is landing, taking off or taxiing to a full-scale runway, all RC aircraft are to **immediately** land. Once the crewed aircraft has parked or taken off, RC flight may resume.
2. Whenever there is more than one RC pilot flying on site, a person in charge is required to monitor the manned aircraft radio and airspace to ensure seeing and avoiding all manned aircraft as well as determine and take any other actions necessary to ensure the safety of manned aircraft, spectators, RC pilots and RC aircraft. The person in charge shall also ensure all AMA and local Operational Rules are followed.
3. If there is ever a time when there is no designated person in charge, the pilots onsite can designate a person in charge, or
4. Whenever there is no designated person in charge monitoring the manned aircraft radio and controlling the airspace (e.g. after 5:00PM at events, etc.), then each individual pilot must have their own manned aircraft radio and be monitoring 122.900 Mhz for manned aircraft departing, approaching, or taxiing to ensure seeing and avoiding all manned aircraft.
5. If for some reason an RC aircraft gets trapped in the air by a manned aircraft (e.g. Manned aircraft pilot not utilizing normal radio procedure,) then you are to loiter your RC aircraft in the areas at least 300' perpendicular to the approach/runway being used by the manned aircraft (e.g. 300' north or south of a manned aircraft using runway 9/27). Loitering is not intended to provide an excuse for NOT landing!
6. The presence and monitoring of a manned aircraft radio on 122.900 Mhz is always required when flying RC aircraft. Should you not have a aircraft radio, there are handheld aircraft radios for your use in Building #1 (Pavilion area) and Building #2 (Main Event Area). The combination to the buildings may be obtained from any one of the Board Members. Board member contact information is located on the website www.LCMFA.com.
7. A spotter is always recommended when flying RC aircraft, but not required when a potential spotter is NOT onsite/available. At events, spotters are required. A spotter's priority role is to see and avoid manned aircraft. Other spotter duties may also apply if the Spotter is able to ensure seeing and avoiding all manned aircraft and is collocated (e.g. <20') with the RC pilot.
8. When RC Aircraft are to be operated above 400'AGL, pilots are to contact the Airport Manager or his designated representative as early as possible in advance of said operations. The Airport Manager or his designated representative will decide whether or not a NOTAM will be initiated. Information provided to the Airport Manager shall include specific date(s) and time window(s).
9. Unless specific exemptions are authorized by the Airport Manager, the AMA National Model Aircraft Safety Code is to be followed at all times. All exceptions must be preapproved by the Airport Manager and recorded in these Operational Rules.
10. If more than one RC aircraft is in the air, a pattern of flight will be determined by the RC pilots. The pattern will be generally adhered to by all pilots unless all pilots in the air agree to variations from the pattern.
11. During events, all aircraft must stop the engine/turbine at the Xes on the ramps or be physically controlled (e.g. hand on the fin, etc.) by the pilot or spotter.
11. All fueling is to be done on concrete pads. Spilling fuel or smoke oil on the asphalt or grass is to be avoided.
12. Failure to follow these rules may result in immediate coaching, immediate removal from site, revocation of unescorted access to the site or revocation of membership.