

Eglin Aero Modellers (EAM) Field Rules

Revised 15 March 2018

The Eglin Aero Modellers rules for the Eglin Site C-3 (Field 2) field rules are shown below. At all times pilots should fly using common sense and courtesy to the fellow fliers.

1. The EAM field is on Eglin Air Force Base (AFB) property. All persons on AFB property must abide by the rules imposed by the USAF. These include, but are not limited to: - Person's and their property are subject to search by Eglin AFB authorities. By entering the property, you consent to search. - No firearms - No illegal drugs. If you have a prescription drug with you, you should have the bottle/container listing the prescription
2. Members will know and follow the Academy of Model Aeronautics (AMA) safety code and EAM field rules.
3. No Alcoholic Beverages. Alcoholic beverages are not permitted on any Eglin Aero Modellers (EAM) flying area or event. Consumption of alcohol prior to and/or during flying is not permitted.
4. Site Access and Times of Operation. Eglin AFB grants access to the EAM flying field. Site C-3 and EAM Gate combinations will not be released without confirmation of AMA and EAM membership. EAM field is available for flying every day, including holidays, dawn to 2200, except when informed by Eglin Site C-3 personnel that the field is closed. Normal Operations are available from dawn to dusk, night flying is available to 2200 hours with the following restrictions (for flying after Dusk only).
 - a. After dusk, the first person entering the flying field, or person(s) continuing flying at the flying field, must call range control (850-882-7787) and notify them you will be onsite after normal duty hours.
 - b. Once flying is complete, the last person leaving the flying field, lock the gate and call range control (850-882-7787) and notify them you have left the flying field at C-3.
 - c. Night flying requires a safety observer, who is not flying, for air and ground hazards.
5. Eglin Site C-3 Field Closures. The club officers will make every effort to inform the membership of field closures. The primary method will be via e-mail. Time permitting field closures will be posted at the EAM access gate.
6. Academy of Model Aeronautics (AMA). All people flying at the EAM field will have current AMA membership and be either a member of EAM or an authorized guest of a member. Exceptions are allowed if participating in the AMA Introductory Pilot Program.

7. **Guests.** Guests with current AMA membership cards may fly three (3) occasions per calendar year (an occasion is defined as one (1) day, exceptions are allowed if participating in an EAM sponsored event).
8. **Model Types.** All types of radio controlled model aircraft may be flown at the EAM field, provided they are operated in accordance with AMA Guidelines, including Turbine aircraft. Turbine aircraft are permitted to fly at the field as long as a copy of the pilot's turbine waiver is in good standing with the AMA and has been shown to a club officer when their Membership Form was submitted. In the event that a turbine waiver was granted after the Membership Form was submitted a copy of the pilots AMA card showing proof of a turbine waiver must be submitted. All guest pilots must show a copy of their turbine waiver to a club officer before they fly. Any plane not satisfying all requirements of document 510 will not be permitted to fly.
9. **Frequency Control Board.** All pilots flying on 72 MHz, Ham Amateur, or 27 MHz citizen's band, will use the frequency control board by placing their AMA card (or photo copy) in the pocket corresponding with their transmitter frequency before turning on the transmitter. Specific instructions are posted above the frequency control board. If sharing a frequency, inactive transmitter(s) will be placed in the impound area while awaiting their turn to fly. If Amateur Band frequency is to be used, the Pilot must carry the FCC license with them. Those flying on 2.4 GHz are not required to post a card, but they must have a current AMA card, with a valid EAM sticker in the possession. They must present the card if asked by any other club member present.
10. **Full Scale Aircraft.** In all cases, piloted aircraft MUST be avoided. A Spotter MUST be used to assist in monitoring surrounding airspace whenever flight is expected above 300 feet (a spotter is defined as someone that can recognize a potential hazard from another model or piloted aircraft). Unaccompanied flight operations are not recommended.
11. **Field Layout.** There is an improved hard surface runway, 50 feet by 400 ft. paved on the southern end of the 8,166-ft. long Field 2 runway. The runway is oriented north/south. There is a pilot line on either side of the improved runway, one for morning (East side) flying, and one for afternoon, (West side) flying. There is a grass field on the East side of the improved hard surface runway. On the East side the pits run from the pilot line to the grass, and along the line of cones on the grass field. On the West side the pits run from the pilot line to the Berm. (Figure 1).
12. **Hard Surface Runway Operations.** Pilots and Spotter must remain behind the Pilot Line. All Pilots will be notified of any runway activity by a "called out" prior to the activity taking place. Airborne aircraft have priority at all times. Pilots carrying or taxiing onto the runway will check for landing traffic and call out "Taking the Runway". Once on the runway, aircraft should take off without delay. If the aircraft needs to be worked on it should be removed behind the pilot line. Pilots should call "Taking Off". Upon entering downwind or turning base for landing, Pilots should call "Landing". It is recognized that the field can be noisy and calls may not be heard. Pilots should coordinate directly with pilots with aircraft airborne if required.

- a. Pilot Boxes. Pilots flying on 72MHz, Ham, or 27 MHz must stand in one of the pilot boxes when flying from the pavement. This is to provide separation for transmitter intermediate frequency issues. Pilots flying on 2.4 GHz may stand together for better communication if they so desire.
 - b. Takeoffs and Landings. Do not allow propeller blast to disturb other planes or pilots.
 - c. Pilots may taxi from the pits, past the pilot line, onto the hard surface runway. Take-off and land from designated runways only. DO NOT TAKE OFF FROM THE PIT AREA OR BEHIND OTHER PILOTS
 - d. Flying Pattern. A racetrack type pattern, parallel to the runway, should be flown based upon airborne traffic. All flying will take place over or beyond the hard surface runway, away from the Pilot Line. At NO TIME will an aircraft be flown between the edge of the improved runway and the pits. Never over fly spectators, pits, or parking areas. Takeoffs and landings will be performed into the wind. If the wind shifts while aircraft are in the air, pilots will call direction of landing so that other pilots may hear them. Landing aircraft have the right of way over takeoffs, dead sticks always have the priority over all traffic. Both should be called out. Hovering, low passes and other low maneuvers must be on the far side of the runway when other pilots are flying.
 - e. 3D Maneuvering. Pilots wishing to fly extensive 3D maneuvers over the runway should wait for a time when no other aircraft are flying, and/or coordinate with the other pilots for a time when only they will be in the air. The aim is to accommodate everyone. Courtesy, respect, and taking turns, should be the guiding action.
 - f. Recovery. Aircraft may taxi off the runway toward the pilot line. However, all engines /motors will be shut down prior to reaching the pilot line. Aircraft should make a full stop before reaching the pilot line.
 - g. Crossing the Hard Surface Runway. Crossing the paved runway should be avoided. If crossing is needed to retrieve an aircraft or to obtain something from the far side, pilots or spotters must be notified and permission from them must be given before the crossing is permitted.
 - h. Changing from East to West Side. At 12:00 noon, if any member wants to move Flight Operations to the WEST side of the runway, flying operations will cease from the EAST side and GRASS runways. All members will move to the WEST side. Grass runway operations will not take place without prior coordination with all afternoon fliers. Grass operations may not take place in the afternoon if there are any aircraft airborne from the hard surface runway. Persons wishing to fly from the grass in the afternoon must coordinate and obtain permission from the hard surface fliers. Before changing from East to West, make sure aircraft are not in the air and all pilots are notified of the runway change
13. Grass Field Operations. Pilots may fly from the grass field in the morning. As discussed above, the grass field may only be used in the afternoon when no pilots are flying from the hard surface

runway. Pilots wishing to fly from the grass field in the afternoon must coordinate with each pilot on the West side. Grass operations may not take place in the afternoon if there are any aircraft airborne from the hard surface runway. The principles of common sense and courtesy are required when flying from the grass field. Coordination with other fliers is required.

- a. Pilot Box. The grass field pilot box is from the line of PVC pipe caps to the cones. Pilots should have a spotter if they will fly above 300 ft. The use of spotters is highly encouraged to facilitate coordination with other fliers from the grass field. Pilots flying on 72MHz, Ham, or 27 MHz must stand at least 20 feet apart. This is to provide separation for transmitter intermediate frequency issues. Pilots flying on 2.4 GHz may stand together for better communication if they so desire.
- b. Flying area. All flight from the grass field will take place East of the PVC cap line from the Field 2 taxiway to the south to the northern end of the improved hard surface 50 ft. x 400 ft. runway. Pilots may fly to the west, so as not to look into the sun, by flying through the transition zones north and south of the improved hard surface runway (see diagram). However, pilots should only fly to the west if the sun is a severe problem. Pilots should make every effort to limit flying to the West side to those times when the sun makes it impossible to fly to the East, North, or South. The area from the PVC pipe cap line, to the improved hard surface 50 ft. x 400 ft. runway, is a NO-FLY area. At no time will model aircraft fly over vehicles, persons, buildings, etc. Pilots flying into the transition areas must first check for traffic flying from the hard surface runways. The hard surface runway traffic has priority in the transition zones.
- c. Takeoffs and Landings. Pilots may Rise off Ground, hand launch, or bungee launch in the grass field. Launches will be made into the wind. It is realized pilots must walk into the field to hand launch into the wind, particularly when the wind is from the west. Pilots will launch so that they may turn away from the pit area to fly no further west than the PVC cap line. Before walking out to the field, pilots will coordinate with all other flying pilots. Common sense is required. DO NOT walk into the field if an aircraft is flying. Approach the pilot, but wait until he is finished before talking to him (you don't want him distracted when he is hovering inverted 6 inches off the ground). Bungees, Winch, and Hi-Starts will be laid out into the wind as much as possible keeping in mind the limitation of no flying West of the PVC cap top line. Bungee, Winch, and Hi-Start pilots will survey the field to ensure it is clear before launching. They will call "Launching" so that other may hear before launch. If a Bungee, winch, or Hi-Start launch is in progress, Pilots hand launching should wait until the Bungee, Winch, or Hi-Start is recovered and on the ground before launching. If it is not practical, due to flight time or other consideration, to return to the pilot line due to winds, Bungee, Winch, or Hi-Start layout, pilots should attempt to back up near a tree line or remain clear of the field while flying. If a pilot or group of pilots is flying from the main field, pilots wanting to fly from the pilot box should coordinate with them before launching. Bottom line is flying from the field while not standing in the pilot box should be avoided whenever practicable. Pilots flying from the field must coordinate with pilots in the pilot box before venturing onto the field.

14. Driving. Driving on Grass Field, or the 50-ft. x 400 ft. Improved runway paved surface areas, are not permitted unless directly involved with event setup. Trailers will not be driven across the grass field.

On the east side of the runway, vehicle traffic is restricted to the existing Field 2 taxiways, runway, and the area between the pilot line and the cones.

15. Aerial Photography/Video/POV. Aerial photography, video, Point of View (POV) or any other airborne imagery transmission or recording is allowed at the field providing the pilot follows the guidelines provided.

Due to the sensitive nature of the location of the club field, failure to follow these rules will result in suspension of flying privileges at the EAM field and may lead to prosecution from Federal and Military Authorities. Aerial photography and video can be conducted south of the extended entrance line – the dirt road crossing the taxiway to the runway (Figure 2). At no time should pilot collect images or video north of the extended entrance line. Pilots must adhere to “line-of sight” of their aircraft and are solely responsible for the images they collect. Images (pictures and video) of our flying field, both runway and grass field, are permitted. No pictures or video will be taken of any other area of the range. Common sense should be the norm when deciding to post images/videos that all may see. Club members are reminded that no imagery (pictures and video) of any military artifact of any kind is permitted as the military is very sensitive on this subject.

- a. POV or First-Person View (FPV), with or without recording, may be conducted preferably at or below tree top south of the extended entrance line (Figure 2), preferably in the grass flying area.
 - b. Spotters. Pilots flying POV or First Person View must have a spotter who has visual line of sight, with the unaided eye (no binoculars or telescopes) to the aircraft. One spotter may spot for multiple FPV pilots
16. First In, Last Out. The first member arriving at the field will unlock the EAM gate on the access road at the tree line. The gate will remain open while a member is at the flying site. The person opening the gate will spin the tumblers on the lock so as not to leave the combination visible. Upon arrival at the field the cabinet with the fire extinguisher and first aid kit will be unlocked. The cones on the improved hard surface runway will be removed to the side. The last member leaving the field will lock the cabinet with the fire extinguisher and first aid kit, replace the cones, turn off the power if it is on, and lock the gate behind them when they depart.
 17. Children and Pets. Children and Pets. Children must be supervised at all times by a responsible adult. Pets are prohibited.
 18. Be SMART, Be SAFE, Be COURTEOUS, and Use COMMON SENSE

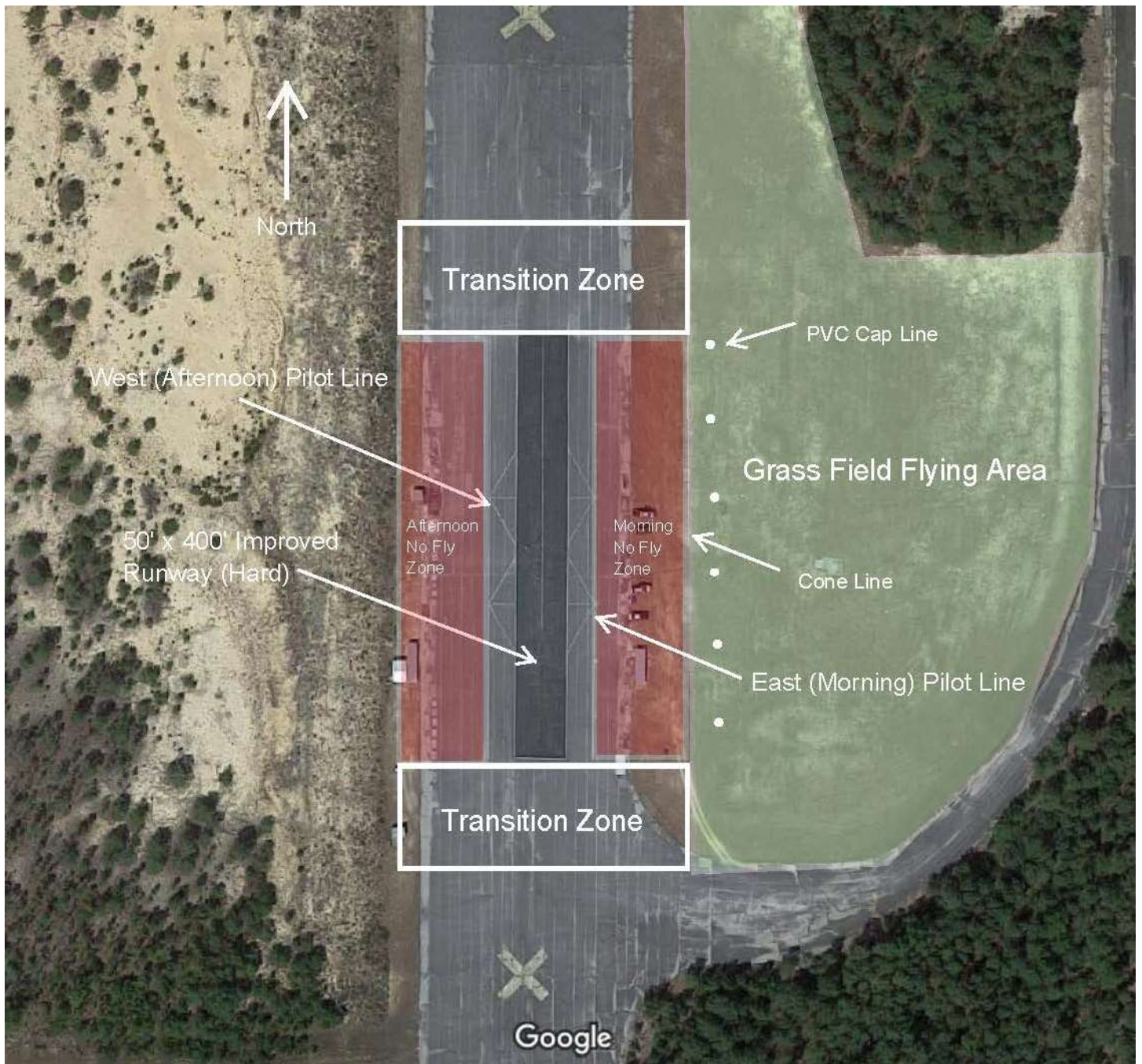


Figure 1: Eglin Aero Modellers Flying Field



Figure 2: FPV, POV and Aerial Photography and Video Restriction Map