

WOODLAND/DAVIS AEROMODELERS, INC.

FIELD OPERATIONS

FREQUENCY CONTROL

- 1) A tag noting the Channel Number is required on all transmitters in accordance with AMA recommendations. A red flag denoting Air Operation, or yellow flag denoting Surface Operation, should be placed at the tip of the transmitter antenna per AMA requirements.
- 2) All transmitters are to be in accord with current AMA and FCC regulations.
- 3) WDA members will follow the AMA Radio Control Utilization Plan as provided in the AMA Membership Manual. All 50 channels in the 72 MHz band may be used separately. Gold sticker, narrow band transmitters and receivers are required in the 72 MHz band. Dual conversion receivers are highly recommended. Use receivers that are published by AMA as R/C Equipment Certified. The following single conversion receivers on the list must be used with caution: Futaba FP-R114H and FP-R117H.
- 4) Field frequency control is always in effect. WDA members should instruct flyers who are not aware of the frequency control system about its operation. All transmitters are to be placed in the transmitter impound area upon arrival at the field. Transmitters are not to be removed from the impound until the pilot has the proper frequency paddle or is leaving the field.
- 5) If by failing to observe frequency control you cause the crash of another plane that is observing proper frequency control, you are obligated to make fair restitution, for the loss of that aircraft and equipment, to the owner of that aircraft.

PLANES, HELICOPTERS, U-CONTROL and BOATS

- 1) All new aircraft and boats must be safety checked by an instructor or WDA certified pilot prior to its maiden flight or maiden run.
- 2) A safety and range check of each R/C aircraft before the first flight of the day, and after any hard landing is recommended. Airplanes, Helicopters, U-control aircraft, and Boats should be inspected externally and internally after each accident, hard landing, or sinking. Attention should be paid to equipment function, motor integrity, craft structural integrity, and control linkage durability.
- 3) The maiden flight of all new R/C aircraft must be made with no other aircraft in the air.
- 4) All airplanes must be PHYSICALLY CONTROLLED while in the Pit Area. Engines are to be started only when the nose of the aircraft is pointed at the runway. and the propeller arc is not in line with any spectators of other flyers. Engine high power run-up is to be done outside of the Pit Area. Aircraft are not to be taxied unrestrained within the Pit Area. Engines of returning aircraft are to be stopped before entering the Pit Area from the runways.
- 5) Helicopter takeoffs, flying and landings must be done in the designated Helicopter Areas due to safety considerations for other pilots. When fixed wing aircraft are not flying, Helicopters may use the runway; but under no circumstances are they to be flown in, from, or through the Pit Area. Helicopters are to be hovered and flown only in directions AWAY FROM SPECTATORS.
- 6) U-control flyers must use safety straps on their control handles at all times.

- 7) Mufflers are required on all engines 19 ci. and larger which are run for longer than 2 minutes. 4-cycle engines are excluded.
- 8) Turbine powered models will be started outside the pit area with jet exhaust pointed away from the pit area. Turbine model operators are required to be qualified for ground run up and the operating pilot must carry their qualification card as described in the AMA. Fire extinguisher must be present at all turbine model starts. Spectators must be minimally 25' away from turbine models during start.

TAKEOFFS, FLYING and LANDINGS

- 1) Before takeoff, go to the designated or appropriate Pilot Flying Area.
- 2) Monitor the position of all aircraft in the air prior to takeoff. Announce "TAKEOFF," to inform other pilots where your plane is and will be located. All takeoffs are to be from either the Grass, Asphalt, Runway or Water, with the exception of those which must be launched directly into the wind. All aircraft must be launched away from other pilots and spectators, so that they cannot be blown back into them. Make your first turn AWAY from the Pit, Spectator or Parking Areas.
- 3) Immediately ANNOUNCE a malfunctioning aircraft. Malfunctioning aircraft have priority for landing over all other aircraft.
- 4) If it is necessary to walk across the runway. ANNOUNCE your intentions to all flyers and do so with extreme caution.
- 5) A Dead Stick Aircraft or Glider has priority in landings over powered aircraft.
- 6) All airplane flying is to be done over the areas designated on the area map at the Pit Area. Stunts and High Speed Passes must not be done over the Asphalt Runway. These activities are to be done over the Field Grass Area or over the Lake Bed Area.
- 7) DO NOT FLY over the pit area, Parking Lot, Spectator Area, or Pilot Stations.
- 8) ANNOUNCE your intention to LAND or to TOUCH. AND GO. All airplane landings will be made on either of the runways, in the vicinity of the runways for gliders and dead engine aircraft, or water for seaplanes. Seaplanes are to fly in areas designated on the area map at the Pit Area. Seaplane pilots must not fly over or near pilots standing area.
- 9) Follow normal landing approaches as much as possible. DO NOT pass over the grass area immediately southeast of the runway and adjacent to the Parking Lot when you are making your landing approach to the runway.
- 10) Avoid excessively long or repetitive flights when your frequency is being shared.
- 11) Fly with courtesy, common sense and consideration for others. Above all practice safety during all of your modeling activities