

# Field Procedures

The Rae Fritz Field layout consists of an aircraft assembly and maintenance area called the pit area, an aircraft operating/staging area, observation areas for spectators and guests, and a vehicle parking area. A first aid kit and fire extinguisher are found in the center building. The entire Escambia County Model Park area is a no alcohol facility.

The pit area is defined as the area directly in front of the safety fence halfway to the runway (or approximately from the fence to the flag pole). Pilots may use the covered 10 x 10 pits, or the grass/gravel area along the front of the fence. The wooden tables are not to be moved from the pit areas. All assembly, re-fueling, and disassembly of models is to be done in the pit area; however, **NO ENGINE STARTING IN THE PIT AREA**. Prior to pre-flight checks, servicing, maintenance or repair work that requires an active radio, place your NFMI membership card in the proper slot on the frequency board. Frequency channel identification tags are recommended on all operating radios.

When you and your aircraft are ready to fly, verify that you control the frequency you will be flying on by placing your membership card in the proper slot on the frequency board. Pilots using the 2.4 GHz frequency should use the slots marked SS. Take your model out of the pits to the operating/staging area (or approximately from the flag pole to the runway). You may elect to use the starting stand, or place the model on the ground in order to start it. If the model is placed on the ground for starting, it must be restrained by a person or a device capable of holding back the model even at full power. Do not relocate the starting stands to another area.

While preparing for flight, people and models should stay clear of the runway area as aircraft that are taking off or landing could veer off and impact in that area. Engine break in or extended engine runs should be performed in the run up area near the windsock.

After engine start up and with the aircraft still restrained, check the aircraft operating area for other models in flight or on the ground and communicate your intentions to other pilots. **CLEARLY COMMUNICATE WITH ALL PILOTS BEFORE PERSONNEL GO ONTO THE RUNWAY FOR ANY REASON**. Once you have clearance and you are ready to fly, place the model on the edge of the runway in use. You may use the "hashed" area on the near edge of the runways to taxi the model. Use the area north of the centerline on the E-W runway to taxi to and from the N-S runway. While taxiing, the pilot should make his/her way to one of the pilot stations on the flight line.

Under normal conditions, the maximum aircraft airborne simultaneously is limited to four. If three or more aircraft are airborne the use of a spotter/observer is highly recommended for each pilot during the entire flight. **DO NOT OVER FLY** the tree line or the residence to the northeast of the field.

Prior to landing, clearly communicate your intentions and get clearance from the other pilots on the line. Land your aircraft using the same traffic pattern (direction and runway) that is in use for takeoffs. The engine must be stopped prior to the aircraft leaving the hard surface of the runway or concrete taxi apron. Again, **CLEARLY COMMUNICATE WITH ALL PILOTS BEFORE PERSONNEL GO ONTO THE RUNWAY FOR ANY REASON**.

When clear of the runway and with the engine stopped, the model and any equipment that you may have brought out to the starting area should then be returned to the staging/pit area. Upon flight completion and retreat to the pit area, you should pick up your NFMI membership card so others that may be waiting for that frequency may fly.

The center building is the main observation deck and also houses emergency equipment and an information bulletin board. All non-AMA members (guests, children, etc.) must remain inside the main observation deck or behind the safety fence at all times. No models are allowed in the main observation deck at any time. All vehicles must park behind the safety fencing. Care must be taken in the parking area as the spectator viewing stands and the restroom facilities are also located in this area.

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