

SMRCC Flying Field Etiquette

OPERATING AIRCRAFT

Remember our simple standard list of call-outs and when to use them while operating your aircraft. DEVIATIONS FROM STANDARD CALL-OUTS might be misunderstood especially when there is a lot of background noise present. Call-outs are to be announced LOUD and CLEAR.

TAKING OFF – alerts other pilots that your aircraft will be entering the runway space and taking off.

LANDING - alerts others that you intend to land your aircraft.

TOUCH AND GO – self-explanatory.

ON THE FIELD – alerts others that you personally are entering the aircraft operations area for some reason. Current flyers should maintain high altitude and refrain from aerobatics.

CLEAR – alerts others that you and/or your aircraft have cleared the runway after landing, abort, or retrieval.

DEADSTICK – Alerts others that you need immediate priority landing due to engine failure or other control issues. All pilots operating aircraft need to yield airspace and be aware of their surroundings.

Maiden flights should be called out in advance and performed when the airspace is clear and aircraft operators are given enough time to vacate the airspace if they desire.

If there are a lot of aircraft in the air, please use caution and refrain from aerobatic maneuvers that involve deviations from the current flying pattern. Make sure you have ample anticipated spacing from other aircraft before you perform your maneuver. Aerobatics that direct the aircraft power directly towards the infield area is unsafe and strictly prohibited.

Position yourself behind the safety fence. Do not stand in the taxiways.

Aircraft are not permitted to operate powered under remote control in any area other than the taxiways and airfield.

Pilots are encouraged to call out members that are violating safe flying practices. Please do not take these comments personally. We are all interested in keeping us and the public safe. (continued back side)

FACILITY USE

On Tuesday evenings, the facility is reserved for training operations only. Please give our novice pilots and instructors the space and time they need for instruction. Permitted pilots may fly only if permission is granted from the training staff.

The run-up stands facing the runway are primarily designated for use by aircraft running liquid fueled engines. It is perfectly ok for electric aircraft owners to use these stands. On crowded days you might be asked to share your area with others that require use of the stands.

Please be considerate using the pit tables. Keep your waiting aircraft on the lawn and support equipment tucked away in the lower shelves on crowded days.

When preparing electric aircraft in the pit area be sure to position your plane facing the runway. When setting up your radio it is advised to remove the prop to prevent unexpected power events becoming dangerous.

Our limited number of handicapped parking spots are reserved for members operating wheelchairs or those with mobility challenges. If you retain a handicapped permit, please be considerate, keep these spots available for those that really need them. Parking in these areas for short term loading and unloading is fine.

If you are the last person to leave, be sure fans / lighting are switched off, garage door and gates are locked. Remember to flip the access signage on the main gate before setting the lock.

To prevent rodent infestations, no food items, cardboard containers / paper products allowed in the shed unless stored in tubs. Please keep an eye on the trash can in the shelter and empty it if needed. Restock water in the drink cooler if needed.