

ARCA FIELD



19. In the event of loss of control, the pilot shall loudly call out a warning to the other pilots and to spectators.
20. A pilot with a dead engine in flight shall notify other pilots in the designated pilot area, who shall yield landing position to him.
21. Helicopters must fly the normal traffic pattern except for hover practice in the designated areas.
22. Turbine aircraft operations will be suspended at Lester Field while a Travis County burn ban is in effect, the exception being when a previously scheduled event occurs, and the contest director must receive approval of the Austin Radio Control Association officers by providing appropriate safety measures.
23. There shall be no smoking while fueling or de-fueling aircraft at Lester Field.

Have a Safe day flying at your field.



THE FOLLOWING SAFETY RULES APPLY TO NORMAL FLIGHT OPERATIONS:

1. No transmitters will be turned on in the parking lot.
2. When a r/c pilot wants to turn on his transmitter, he shall follow this procedure:
 - A. Check the channel number/frequency control board to see if his frequency is being used.
 - B. If your channel/frequency is in use, an AMA card or ARCA club card shall be in the proper position on the frequency control board. He shall wait until that AMA card or ARCA club card is removed before continuing.
 - C. If his channel/frequency is not being used, he shall insert his AMA card or ARCA card in the appropriate place on the frequency control board.
 - D. He may now operate his equipment as a courtesy, whenever multiple-usage (that is, more than one pilot using one channel/frequency) is in effect, flights should be limited to 15 minutes.
 - E. As soon as the r/c pilot is through using his equipment and has turned the transmitter off, he shall remove his AMA card or ARCA club card from the frequency control board to allow operation by another pilot on that channel/frequency.
3. It is the responsibility of each r/c pilot to know what other pilots are on the frequency

that he is using, and to take turns as appropriate to maximize use of the frequency by each pilot.

4. Engine run-ups in the pits shall be limited as much as possible and shall be conducted so as not to direct prop blast toward other aircraft, support equipment, or spectators. Extended engine running shall be accomplished in designated engine run areas only. No engines shall be run inside the building, spectator area, or parking lot.
5. Precautions should be taken to avoid getting in the plane of any rotating propeller during run-up. When there are a lot of spectators, run-up should be conducted on the taxi-way.
6. There will be no taxing in the pit area. Taxi operations in the pits shall be conducted only with the pilot in complete physical control of his aircraft until it is on the taxi-way.
7. Test flights (first flight of new or newly repaired aircraft) should be conducted at a time when no other aircraft are in the air. The test pilot should be competent in the aircraft type. Other pilots should yield to the test aircraft type (i.e. no engines running in the pits) so as to present a minimum of distraction to the pilot on this crucial flight.
8. Pilots shall at all times fly in accordance with the official ama safety code.
9. All flight operations, with the exception of helicopters and pylon racers, shall be conducted with the pilot standing in the designated pilot stands on the approach end of the runway..
 - A. Taxiing to and from the runway may be conducted with the pilot walking near the aircraft.
 - B. For takeoff and landing, the pilot may step forward to the edge of the runway.
10. Only pilots, instructor pilots, introductory pilots and student pilots may occupy the designated pilot area when flight operations are underway.
11. No more than four pilots may conduct flight operations at the same time.
12. All takeoffs and landings shall be from/to the paved runway or the grassy area immediately beyond, except for helicopters and pylon racers.
13. The first turn after take-off shall be away from the pit/spectator area.
14. All flight operations shall be conducted on the east side of the runway (the side away from the pit and spectator area).
 - A. An imaginary line, projecting to infinity from both ends of the near side of the runway, defines the boundary.
 - B. In the interest of promoting better relations with the gun club, pilots should avoid flying their air craft in the vicinity of that facility. (they might get lucky)
 - C. Any arca member observing flight operations in the prohibited area (west of the runway) must caution the offending pilot.
15. Aircraft shall yield right-of-way in the following order:
 - A. Powered aircraft yield to unpowered aircraft.
 - B. Aircraft preparing to take off yield to landing aircraft, except as in (c).
 - C. Aircraft conducting touch-and-go operations shall yield to aircraft both taking off and landing.
 - D. All aircraft yield to aircraft attempting deadstick landing.
16. Runway 33 shall be the active runway when the wind is from the north, runway 15 shall be active when the wind is from the south. In the event of a crosswind, operating pilots shall agree on which runway to use.
17. Landing patterns shall be flown consistent with wind direction and avoidance of the prohibited airspace. If runway 33 is active, a right-hand pattern shall be in effect, if runway 15 is active, a left-handed pattern shall be flown.
18. The designated pilot area to be used depends on which runway is active. Pilots shall always stand in the area on the approach end of the runway.