

# Whidbey Island Radio Control Society

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AMA Chartered Club #624  
Post Office Box 251  
Oak Harbor, Washington 98277

## FLYING FIELD RULES -June 2016

1. Whidbey Island Radio Control Society (WIRCS) members and invited guests shall operate their models in a safe manner according to the Rules and Regulations established by the Academy of Model Aeronautics, NAS Whidbey Island Instructions of the 11132.1 series and the By-Laws of WIRCS.
2. All pilots must be current AMA or MAAC members and be members of WIRCS or the invited guest of a WIRCS member who is present at the field. Members names must be on the roster of club members furnished to NAS Security and to NAS Operations (ODO) by the club secretary.
3. OLF Coupeville can be opened only by a club member who has base access. Members with access who intend to open the field are asked to announce this fact on WIRCS mail. Other members wishing to use OLF should consult WIRCS mail to see if anyone plans to open the facility. Members with access who call the ODO (360 257 2681) should provide information requested and verify/ascertain the current combination.
4. On arrival at OLF, members are expected to sign in using the clipboard and form in the frequency control box. An indication must be made on the form when a guest signs in.
5. Frequency Control: To use a frequency, place your AMA/MAAC card in the appropriate slot and remove the frequency pin. If you require more than one frequency, an alternate form of identification, such as a club membership card, must be placed in the second frequency slot and that pin removed. If there is already a card in the frequency you wish to use, place your AMA/MAAC card partially on top of the one already there and then find the other person and work out sharing of the frequency. Wear the frequency pin(s) on your person that indicates the frequency you are using. Radios will be turned on only with a frequency pin displayed by the operator.

**NOTE:** The frequency control box has two locks, one at the top and one at the bottom. Both locks must be closed by the last person leaving the field.

6. All aircraft will be pre-flight checked and radio range checked before flight each time the plane is brought to the field. Club officers and instructors have the authority to ground any aircraft deemed unsafe to fly.
7. The direction of take-off shall be established by pilot group consensus and all shall use the same direction, into the prevailing wind if possible, and always away from the pits. All flyers shall be notified if a change of direction is deemed advisable. Hand launched aircraft may be launched on the center grass strip in addition to the taxiway.
  - Take off runs shall start on the opposite side of the foul line from pilot boxes and shall always be away from the pits and spectators. Models shall be under manual control on the pit side of the foul line. E.g. **DO NOT TAXI BEHIND PILOT LINE.**
  - "Tail Draggers" should commence take-off run upwind of pit area.
  - Touch and go landings and take-offs should be made in front of or upwind of pit area.
8. The normal flying area at OLF is approximately 200 meters South of the entry road and on the taxiway. Use of the main runway is not authorized except for specified events and special circumstances approved in writing by the Navy. Approval is obtained by contacting

the WIRCS Navy Liason Officer to request permission. Additionally, if the main runway is used, a FOD walk must be conducted at the conclusion of the day's activity. The pit area may be at an alternate location with group consensus. **Note:** that the club, while on the field, is responsible to monitor who drives through the white gate. Flight of rotary wing aircraft, FPV, and gliders is authorized and will be conducted from the same pilot boxes as all other flights.

9. When more than one aircraft is to be operated simultaneously, each pilot shall be accompanied by a spotter who shall announce the pilot's intentions and warn the pilot of any hazards. Any pilot operating an aircraft shall occupy one of the four pilot boxes painted on the asphalt.
10. All flyers are responsible for removing any and all trash, debris, or parts from Navy property, as may result from accidents, crashes, and/or any other activity related to model aviation. Particular attention must be paid to anything on the main runway due to FOD hazard.
11. Full size aircraft, military or civil, have the right-of-way at OLF Coupeville. Models will give way to approaching or landing full size aircraft, landing models as quickly as safety will permit.
12. Children not specifically assisting a pilot, pets and spectators must remain behind the pit area. It is the duty of all club members to politely make this rule clear to any visitors. The concern is for the safety of all and the well being of our equipment.
13. When approaching the pits in a vehicle, pull onto the grass parking areas before reaching the pits to preclude the introduction of mud and debris into the pits. The pit and parking area is narrow. Please watch out for people and equipment and avoid same.
14. Engine run up is distracting to pilots and shall not take place to the rear of the pilot stations but rather off to either side. Engine tuneup or test running in excess of three minutes shall take place at least 100 feet from the flank pilot stations.
15. Flying at OLF shall not start before 0900 except on Sundays when the start time shall not be before 1000.
16. Common sense and courtesy shall prevail at all times.
17. SMOKING is NOT allowed on OLF Coupeville past the white entrance gate.
18. There is a yellow box visible from the road and near the control tower. The box contains a green flag and a red flag. The purpose of the green flag is to show Navy personnel that club members are on the field. The first authorized member opening the field shall remove the green flag and display it on the top of the box. The last authorized member to close and lock the field shall roll up the flag and return it to the box. The Navy may put up the red flag or ask a club member to put up the red flag to indicate that the field is closed to WIRCS, and flying is not permitted.