

DESERT HAWKS RC CLUB

FLYING FIELD ETIQUETTE

1. AIRBORNE AIRCRAFT HAVE PRIORITY OVER THOSE ON THE GROUND.

Since the pilot of an airborne aircraft must keep his eyes on his plane at all times, he can't be expected to see what is happening on the ground. Courteous pilots with aircraft on the ground will inform pilots of airborne planes about their aircraft on the runway. They should call out, "COMING OUT", if they are taxiing out for takeoff, then call out, "TAKING OFF", as they take off. After landing, a courteous pilot will expedite moving his aircraft off the runway and will call out, "CLEAR", as soon as his plane has cleared the runway.

2. AIRBORNE AIRCRAFT WHICH EXPERIENCE AN ENGINE STOPPAGE, OR ELECTRIC PLANES WHOSE BATTERIES ARE LOW, HAVE PRIORITY OVER ALL OTHER MODEL AIRCRAFT, WHETHER ON THE GROUND OR IN THE AIR.

When a fellow pilot experiences an engine failure, his plane is coming down whether he likes it or not. He will announce "DEADSTICK!" for all to hear. Courteous pilots would afford him every opportunity to land his plane safely by keeping airborne aircraft away from his and by clearing the runway of aircraft on the ground. If he is unable to make it back to the runway, then helpful pilots would carefully note the location of the downed aircraft and assist with its retrieval if requested.

3. PILOTS SHOULD VENTURE OUT ON THE RUNWAY ONLY WHEN NECESSARY.

Generally, the only reason for a pilot to be on the runway when other aircraft are flying would be to retrieve his own aircraft if it cannot be taxied back to the pits. A courteous pilot will clear his stalled or crashed aircraft from the runway as quickly as possible. When he goes to retrieve his aircraft, he should first make sure all is clear and that no one is in the landing pattern, then call out "ON THE RUNWAY", then as soon as he has removed his plane from the runway, he should call out "CLEAR".

4. PLANES ARE TO BE TAXIED ONLY ON THE RUNWAY AND TAXIWAYS IN FRONT OF THE FLIGHT STATIONS.

Taxiing behind the Pilot's Flight Stations is a "No-No"! Once you've started your engine, carry the plane and set it down in front of the red "no taxi" line. A courteous pilot would not taxi his aircraft behind a pilot who is flying his plane from a Flight Station because this is very disconcerting and distracting to the pilot.

5. IT IS BEST NOT TO CONVERSE WITH A PILOT FLYING HIS PLANE FROM A FLIGHT STATION.

Some pilots need 100% concentration while they are flying, so carrying on a conversation with them could jeopardize their ability to safely control their aircraft. A courteous person would first politely ask a pilot at a flight station if he would mind conversing while he is flying, then the person would do as the pilot wishes.

6. PILOTS OF AIRBORNE PLANES SHOULD INFORM THEIR FELLOW PILOTS OF THEIR INTENTIONS TO USE THE RUNWAY.

For the benefit of pilots of both airborne planes and planes waiting to take off, a courteous pilot intending to land his plane should call out "LANDING" as soon as he enters the downwind leg of the landing pattern. It would be helpful also to let his fellow pilots know if the landing will be a "TOUCH AND GO" or a "FULL STOP" landing. Sometimes when there are a good number of planes at the field flying, the use of the runway is at a premium, so a courteous pilot would voluntarily limit his touch-and-go landings.

7. STUDENT PILOTS AND OTHERS NEED SOME EXTRA CONSIDERATION DURING FLIGHT INSTRUCTION.

We were all student pilots at one time and can probably remember experienced pilots generously curtailing their own flying to give us a better chance to learn. It is very helpful to a student if he can learn in a sky that isn't heavily populated with speedy aircraft doing aerobatics.

Of course, the flight instructor should also give consideration of other pilots. When a student is practicing landings and strays from the landing strip centerline towards the flight stations, the instructor should always consider taking over the plane. Also, until the student has demonstrated he can control the plane on the ground, take-off's should be made going away from the pilots stations or the take-off roll should be initiated towards the end of the row of flight stations. Right-to-left takeoffs and touch-and-goes should be closely monitored because of many plane's tendencies to veer left when power is applied, pulling them into the flight stations.

8. AEROBATICS, HOVERING AND HIGH-SPEED PASSES SHOULD NOT BE PERFORMED AT A LOW LEVEL OVER THE LANDING STRIP.

The landing strip is primarily reserved for landings and takeoffs, so low-level aerobatics, hovering of planes and helicopters and high-speed passes would prevent someone from using the landing strip for its intended purpose. In addition, low-level aerobatics, close-in hovering and high-speed passes over the landing strip constitutes a hazard to occupants of the flight stations and pits. There is plenty of room beyond the landing strip for aerobatics. Exceptions would be made for demonstration flights during events where spectators are kept well away from the landing strip.

9. ENGINE NOISE MAKES FLIGHT INSTRUCTION VERY DIFFICULT.

During student instruction, it is necessary for the instructor to converse frequently with his student. Prolonged engine run-ups of planes on those start-up tables directly behind the flight stations make conversation almost impossible. If more than an engine start and quick check is necessary, then a courteous pilot will take his plane to a start-up table some distance away from the flight stations or to the provided testing areas to do further work on his engine.

10. DOGS MUST BE KEPT ON A LEASH AND BEHIND THE SPECTATOR FENCE.

In the interest of safety all dogs (and any other pet), if outside a vehicle, must be on a leash and confined to the area behind the spectator fence at all times. The exception is an assistance dog. The conscientious pet owner always cleans up after his pet.

11. PLEASE DON'T ARGUE WITH THE SAFETY OFFICER.

The Safety Officer has a really tough job. He is not an enforcer, but may, as diplomatically and gently as possible, remind us that there are safer ways to go about flying our planes. He may even remind us that what we are doing is contrary to the Field Rules or AMA Safety Code. If the Safety Officer feels intimidated and not prone to mention safety issues, we are all less safe. So, please take his constructive criticism with a smile and maybe say, "Thanks, you're probably right."