

PREAMBLE

The Orange County Modelers Association believes that RC modeling is most enjoyable when conducted in a safe and orderly manner. The club's rules have been established to create just such an environment for each of us to enjoy the hobby we love. Those who don't like our club's rules can join one of several other clubs to fly. Furthermore, the owners of the land we are using have stipulated in our lease the enforcement of many of the rules below. OCMA also believes that those accused of violations have the right to explain their side of the story at a Board Meeting contemplating disciplinary action against them.

RULE ENFORCEMENT PROCEDURES

- 1) Upon observing a willful rule violation(s), any Field Marshal, or Board Member, using their own best judgment, has the authority to either suspend the pilot for the day, confiscate the pilot's badge and key, report the pilot to the Safety Officer for other disciplinary action, or any combination thereof. If the pilot becomes in any way abusive of the Field Marshal or Board member or refuses to tender their badge and key, the Board shall have the authority to suspend or permanently remove the member from the OCMA. Said member shall have the right to appear at the OCMA Board meeting in which the removal, or other disciplinary action is to be discussed, and acted upon. Every effort shall be made to notify said member, in writing via U.S. Mail, of the meeting time and place. The member's absence at the meeting does not negate the board's authority to act on the matter. "Other disciplinary action", as used herein, shall include, but not be limited to; suspensions of flying privileges for a defined length of time, requirement of the presence of a Field Marshall to act as spotter until further notice, or anything else the Board deems appropriate.
- 2) Any Field Marshal or Board Member acting under the authority of #1 above shall submit a written report to the Safety Officer within 10 days of the incident, detailing the behavior and making a recommendation for further action, if necessary. For purposes of this section email shall constitute the report. The Safety Officer shall refer the incident to the Board President in order for him to place the item on the Board agenda as soon as possible.
- 3) It is generally recognized that, other than outright insubordinate behavior such as refusing to identify oneself or refusing to hand over a badge and key to a proper authority as outlined in #1 above, a first violation will not result in a suspension of over three months. However, repeat violations of similar rules shall carry the risk of loss of flying privileges for any period of time up to permanent removal from the OCMA.
- 4) The final decision as to the disciplining of members who violate our rules shall rest with the OCMA Board.
- 5) Field Marshalls and Board Members have final say on all issues arising out of any rules interpretation at the field.

GENERAL FIELD RULES

1) Tier One Rules

- A) All rules are important, and all should be enforced, but some rules are more important than others. Therefore, we have established a "two-tier system" that recognizes this fact but still allows all rules to be equally enforced. "Tier One Rules" are rules meant to maintain the immediate safety of all members and spectators at the field. These rules are the most important and therefore their violations can immediately carry the most serious consequences discussed in the Rule Enforcement Procedures listed above.
- B) No member or guest shall vandalize or willfully damage club property or equipment.
- C) All members must fly in a safe and orderly manner. Safe and orderly manner is defined as follows but not limited to:

- a. Flying north of the Flight Deadline at all times, with the exception of take-offs and landings. This Flight Deadline extends all the way across our flying field to the east and west. You cannot cross this line even if you are “way out” in either direction. This includes “hovering” which also must be done north of the Dead Line. All aerobatic flying, whether fixed or rotary wing, is to be done well beyond the Dead Line.
- b. Announcing loud enough so all flyers present on the flight line can hear; all take-offs, landings, touch and goes. These are the only maneuvers that can cross to the south of the Deadline. Yelling “dead stick” gives that pilot the right of way. Do not enter the runway from the pit area unless you have observed a clear runway. If you don’t look; you can’t see.
- c. All pilots must fly from one of the five “pilot stations” at all times. Do not fly from the taxi ways or the pit area and certainly not from the runway. This rule applies whether you are alone or in the presence of other pilots at the field.
- d. If there are any full-scale aircraft, fixed wing or rotary, near the lake or on our side of the hills, you must land immediately. The field is then closed for all flight operations, fixed wing or rotary. **However, if, and only if, a Field Marshall or Board Member is present, they have the authority to allow flying IF such aircraft is shut down, that is, no motors running, or rotation of rotors or running lights on.**
- e. There is no flying during “Red Flag” events.
- f. The AMA Safety Code, as found in each issue of *Model Aviation* published each month, shall be enforced at all times and is considered part of these rules.
- g. All pilots must observe the flight boundary area as depicted by the map appended at the end of these rules. The north, south and east areas of our fly zone roughly bordered by the plateau and the areas south of the deadlines are no-fly zones.
- h. Should an aircraft go down outside the club’s flight boundaries, or beyond the fences, members must follow the procedure outlined in the appendix “Aircraft retrieval from protected habitat”, also found on our website.
- i. No alcohol consumption allowed at the field.
- j. All pilots shall have their own fire extinguisher in the pit area in the designated places. Club fire extinguishers found in the lockbox are for emergency use only.
- k. Absolutely no taxing of any aircraft of any size in the pit area.
- l. No starting of engines in the pit area. Only use the designated areas near the taxi ways to start engines. This applies to all engine types including internal combustion and electric types whether propeller or fan driven. Turbines, whether fixed wing or rotary, are not allowed.
- m. All aircraft must display, on the outside, the current FAA registration number.
- n. Do not intentionally fly anywhere near any birds or other animals who inhabit our field. “Buzzing” animals is strictly forbidden.
- o. Any flying considered unsafe, even if not mentioned in these rules is forbidden.
- p. Adhering to “Tier Two Rules” mentioned below.

2) Tier Two Rules

- A) Generally, “Tier Two Rules” are rules that establish a flying site environment that encourages an orderly, comfortable and pleasant way for members to enjoy this great hobby. OCMA believes that everyone can and will conform to these expectations whether you are a beginner or the most expert flyer in the world. The owners of our site expect no less of each of us which is why they added many of these rules to our lease agreement. In a sense, we are guests on someone else’s property and shall act accordingly. We should be on our best adult behavior.

- B) Violations of “Tier Two Rules” can usually be handled by other members or Field Marshals or Board Members reminding violators what is expected. However, repeated verbal warnings about chronic violations of these rules can escalate into a “Tier One Rule” situation and can result in more serious consequences.
- C) “Tier Two Rules” include the following:
- a. All members must display and wear their badge.
 - b. If multiple pilots are flying, in the fixed wing area, pilots should fly the “race track pattern” or clockwise circuit around the field after takeoff, or counterclockwise depending on which way the wind is blowing. Pilots practicing “Pattern Flying” usually fly in a box, “back and forth” pattern, so be aware of them.
 - c. Vacate the taxiway after engine start to allow others to use it and remove your starter or other equipment from the taxi way.
 - d. Do not make dust as you enter or leave the OCMA area.
 - e. Guests must sign the waiver located in the field box in the pit area and display their AMA card. After three guest appearances a guest is expected to join.
 - f. Close and lock the gate upon entry and exit, ingress or egress.
 - g. No more than five aircraft aloft at one time in the fixed wing area.
 - h. Do not take off, or “rotate” until you cross the takeoff line that runs perpendicular to the runway centerline.
 - i. Avoid highspeed or full throttle (or near full throttle) inbound turns toward the pit area. High speed flight and aerobatic flight should be done beyond the Deadline.
 - j. When encountering a serious malfunction in the air give everyone a “heads up” warning.
 - k. Tune your engine using the tie downs located at both ends of the pit area. Keep the noise to a minimum possible so pilots can still communicate with each other. Start your engine in this area on the fence side of the yellow line with the nose of the aircraft pointed away from the pits.
 - l. The “Engine Kill Zone” is where you turn off your engine or motor after flight.
 - m. If you need to retrieve a downed aircraft outside our flight zone area, you must notify the OC Park Rangers by calling 714-973-6696.
 - n. No smoke generating equipment may be used at any time on any aircraft.
 - o. No overnight camping or open campfires at any time with the exception of a special event that has obtained parking/camping permission.
 - p. Mandatory use of an overflow container for fueling of aircraft so no fuel is spilled on the ground.
 - q. Lipo batteries must be charged in a safe manner away from any combustible material.
 - r. Pilots under eighteen must be accompanied and supervised by parent or guardian.
 - s. If you must retrieve an aircraft from the flight zone, do not cross the runway without warning all pilots of your intention to cross the runway, as you leave and return to the pit area. Cross the runway only when it is safe.

Rotary Wing Area

1. Tier One Rules

- A) In addition to all General Tier One Rules listed above, the following rules shall apply to the flight area known as the “Rotary Wing Area”. These rules are specific for the Rotary wing area.
- a. All pilots shall adhere to the AMA safety guidelines
 - b. All flight shall be contained within the Rotary wing flight boundaries as depicted on field map attached to this document.

- c. All flight must be done at a safe distance from the pilot. Except for takeoff and landing, pilots shall keep their aircraft at a minimum distance of 50' in front of themselves or other pilots.
- d. Pilots shall not fly from behind the safety fence nor from the pits.
- e. Pilots flying wearing FPV goggles, at the Rotary wing area, shall fly from within the safety netted enclosure.

3) Tier Two Rules

- A) In addition to all General Tier One Rules listed above, the following rules shall apply to the flight area known as the "Rotary Wing Area".
 - a. There shall be no fixed wing aircraft flown from the Rotary wing area.
 - b. When retrieving a downed aircraft from the field announce your intention and proceed only when it is safe to do so.

FPV and Video Frequency Rules

1) FPV Flight rules

- A) Considered Tier Two Rules except where they conflict with other defined Tier One rules.
 - a. When flying FPV, pilots shall adhere to the FPV rules as detailed by the AMA
 - b. Pilots shall not fly their aircraft beyond the fields Flight boundaries as outlined under the Flight Zones section.

2) Video Frequency management rules

- A) Considered Tier Two Rules except where they conflict with other defined Tier One rules.
- B) The purpose of these rules is to prevent interference with pilots and craft that could result in injury, crashes, or lost models.
 - a. Pilots may **only** use one of the field designated video channels:
 - a. 5658 (Raceband 1, DJI 1)
 - b. 5695 (Raceband 2, DJI 2)
 - c. 5760 (Fatshark 2, DJI 4)
 - d. 5800 (Fatshark 4, DJI 5)
 - e. 5880 (Raceband 7, DJI 6)
 - f. 5917 (Raceband 8, DJI 7)
 - b. If all 6 channels are being used in the Rotary wings area and a Fixed wing pilot arrives and wishes to fly FPV, the pilot(s) on 5800 must relinquish the channel to the Fixed wing pilot.
 - c. When arriving at the field pilots must sign-in on the frequency board, located in the Rotary wing pits, and determine if they need to switch their video channel.
 - d. No one shall plug-in an aircraft on an unknown 5.8ghz video freq. while any other aircraft are airborne.
 - e. When changing Video frequency pilots must notify everyone nearby that they are doing such.
 - f. Fixed wing pilots should set their video frequency while in the Multi-rotor pit area and coordinate with any other FPV pilots.

If a pilot flying from the Rotary wing area determines that their aircraft is on the same frequency as a pilot already flying from the fixed wings area. The Multi-rotor pilot must contact the fixed wing pilot and ensure no interference while changing their frequency

FLIGHT ZONES



The following diagrams illustrate the approved flight zones.

FLYING SHALL OCCUR BEYOND THE DEADLINES

FIXED WING FLIGHT DEADLINE IS ESTABLISHED AS THE NORTHERN MOST EDGE OF THE RUNWAY

LANDING DEADLINE IS THE INSIDE EDGE OF THE RUNWAY

ROTARY WING DEADLINE IS ESTABLISHED 50 FEET NORTH OF THE PILOT AREA

AIRCRAFT RETRIEVAL FROM PROTECTED HABITAT

- 1) **In the event an aircraft goes down outside the fenced field area**
 - A) Before retrieving aircraft call OC Parks at 714-973-6696
 - B) Leave a message with details and general location of downed aircraft
 - a. If it is near the field border and can be easily retrieved, it is ok to do so.
 - b. If it is well beyond the fence or not far but in a remote or rugged area that will require trampling through (for example) 50 yards of brush or climbing trees, please leave a message and Rangers will coordinate with the member ASAP to provide access for retrieval in a way that minimizes impacts to the protected habitat.

HOUSEKEEPING RULES

- 1) **Santiago Canyon Gate**
 - A) When arriving or leaving the area members must ensure that they leave the gate in the same position as it was when the member arrived. This is important to the security and safety of our membership as well as people attending events at the parks, and is required by our lease.


- a. If the gate was closed and locked then re-close and lock the gate before proceeding.
- b. If the gate was already open, it is important that the gate be left open.

2) Field Gate

- A) Members must lock the gate after themselves when either arriving or departing the facility.
- B) The only exception to this is if there is a sanctioned event, in which case a Board member may leave the gate open.
- C) Do not tamper with, break or alter the lock.
- D) Do not tamper with or break any other lock or any other mechanism on the gate.
- E) Lost gate keys will be replaced for a \$50.00 fee.

3) General

- A) The first person arriving at the field must open safety lockbox and the last person leaving closes it.
- B) IT IS YOUR RESPONSIBILITY TO KEEP THE FIELD CLEAN. (Your mother isn't here to pick up after you!).
- C) Gather all trash and place it in the dumpster.
- D) Do not put crashed aircraft in the barrels; drop them off in the dumpster on your way out.



Tim Cardin, President

EMERGENCY PROCEDURES AND CONTACTS

FIRST AID KIT AND FIRE EXTINGUISHER ARE IN THE MARKED CONTAINER

IN CASE OF EMERGENCY DIAL 911

IN ORDER TO MAKE AN EMERGENCY CALL WITH YOUR CELL PHONE, DRIVE BACK DOWN THE ACCESS ROAD TOWARDS SILVERADO CANYON. CELL PHONE ACCESS IS BEST AT THE FORK IN THE ROAD NEAR THE ACCESS ENTRY.

Nearest Hospital:

SNAKE BITE ONLY
Western Medical Center
1001 North Tustin Ave.
Santa Ana, California 92705
714- 953-3500

ALL OTHER EMERGENCIES:

Chapman Medical Center
2601 East Chapman Ave.
Orange, California
714- 633-0011

Non-Emergency Contacts:

OC Sheriff: 770-6011 (no area code)
OC Fire Authority: 949-770-6016
OC Parks Rangers: 714-973-6696

FIELD LOCATION DIRECTIONS:

5305 Santiago Canyon Road
Follow Blue Diamond Road to the end.
Field GPS Coordinates: 33°46' 18.07" N, 117° 41' 52.79" W