

Recommended RC Flying Site Specifications

The AMA has determined that most modelers and model clubs are careful in their selection of flying sites, site layout, and operational practices.

The suggestions below have been developed to promote improved field management. If you have a current flying site, study the suggested field lay-outs below to determine how the design and layout of your site compares. If there is room for improvement of your field, we hope these samples will serve to guide you in your changes. If you are designing a new flying site, we offer these designs to assist you in your planning your site.

These suggestions are not mandatory requirements, and compliance with these suggestions does not, of course, guarantee that no accident will occur. The AMA recommends that individual clubs design their flying sites based not only on geographic area available but also on sound sensitivity, obstructions, proximity of neighbors, etc., while incorporating the suggestions presented below. The types of aircraft the site is anticipated to accommodate, such as Giant Scale or small electrics, may affect an increase or decrease of the entire layout, including distances. When designing or redesigning any flying site, feel free to contact the AMA Flying Site Assistance Coordinator with any questions, comments, or concerns regarding specifications and layout.

The official AMA Safety Code remains the governing factor. All members and clubs should conduct their field operations in accordance with the Code.

Barrier:

Designed to stop models from veering into pilots' and/or spectators' positions (Includes plastic or chain-link fencing, hay bales, shrubbery, etc.).

Safety Line:

Establishes the area in front of which all model flying must occur. Only personnel associated with flying the model aircraft are allowed at or in front of the safety line. **This line can be straight or curved, as well as box-shaped as long as the safety code is followed and the pilot, helpers and spectators are protected.** Under certain conditions it may be possible to achieve a flying area covering almost 360° as long as care is taken to fulfill Radio Control items 2 and 4 of the official AMA Safety Code. This is especially true for small clubs and general sport flying in rural or low-population-density areas.

Pilot Line:

Establishes a line where all pilots will stand while flying model aircraft.

Personnel Side of Flight Area:

Locations	Distance Factor (measured perpendicular from edge at runway safety line)
Runway edge is the base line	Safety line or base line
Pilot line	0-25 feet from safety line
Pit line	25 feet or more from safety line
Spectator line	65 feet or more from safety line
Parking lot	80 feet or more from safety line

Safety Zone: An additional 250-foot safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or outdoor personnel activities are in the general area or if high-speed or high-performance aircraft are flown.

(Covering a 180° sweep on the flying side of the reference line)

Flight Area: approximately 1,500* feet left and right and 500* feet in front of pilot. Most flying is contained within 1,500* feet either end from field center reference point and 500* feet in front of reference point. Field center reference point is shown in FIGURE 1, but is essentially the edge of the runway at center of field (See alternate site layouts). This area should be clear of unprotected people, vessels, vehicles or structures. ***Distances referenced may be increased or decreased according to site usage.**

Signs: Posting Recommendations

- “Flying Site” (This sign may be incorporated with the field rules but should be the leading words in a larger letter size at the top of the sign. Place any signs so that they can be easily read.
- Field rules
- Current official AMA Safety Code
- “No spectators beyond this point without escort”
- Designated parking area (signs at boundaries)
- Emergency telephone numbers

- GPS coordinates
- Location of nearest hospital or emergency medical facility

Equipment:

- Frequency control board (if using 27 MHz, 50 MHz, or 72 MHz frequencies)
- First-aid kit(s)
- Fire extinguisher(s) with appropriate ratings
- Sand bucket(s) for Li-PO batteries

Alternate RC Flying Site Suggestions

Sites may be configured in various ways to accommodate multiple flying areas for simultaneous use. **Examples would be a curved or box-shaped safety line as seen in the L Site Layout and the Combination Site Layout diagrams as shown.** Care must be taken to fulfill the requirements found in the official AMA Safety Code, including the Specialized Documents.

Simplified field layouts are illustrated in the following diagrams. (Not to scale.)

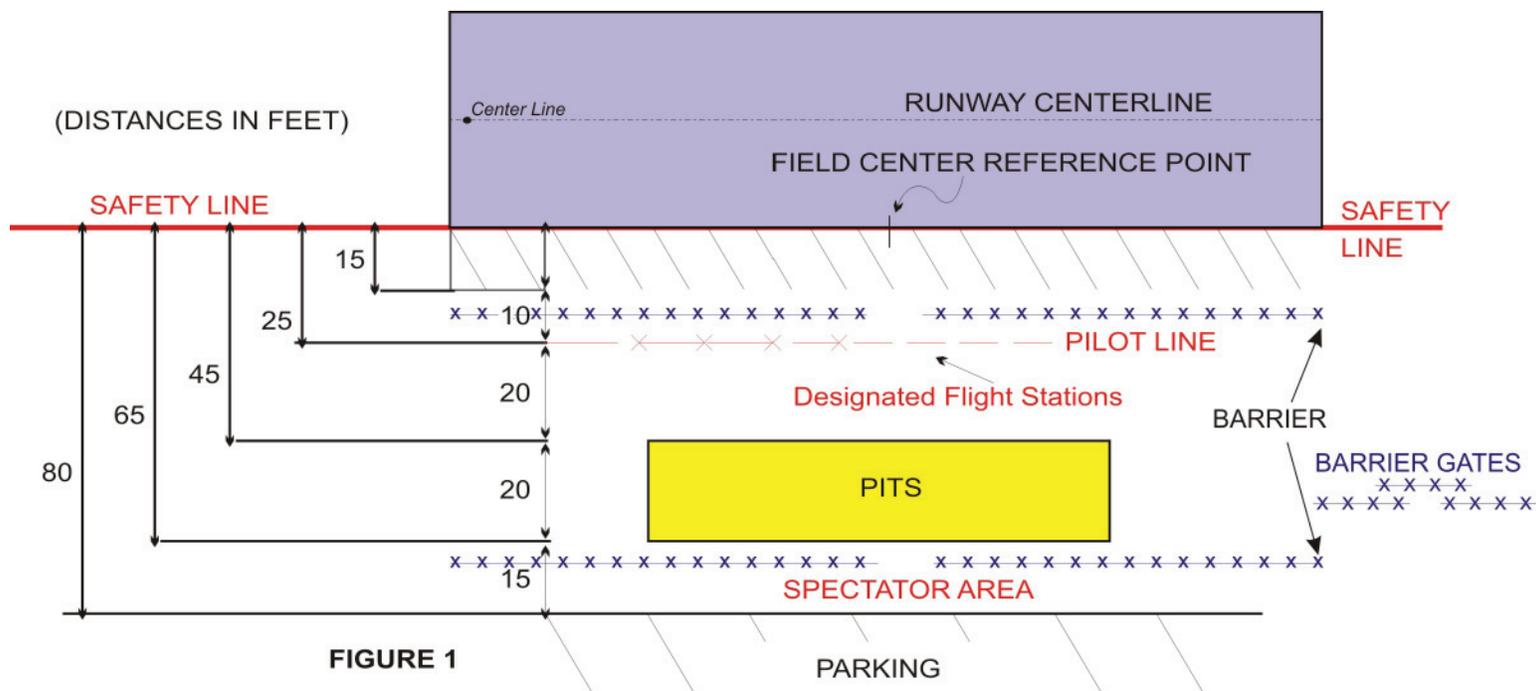
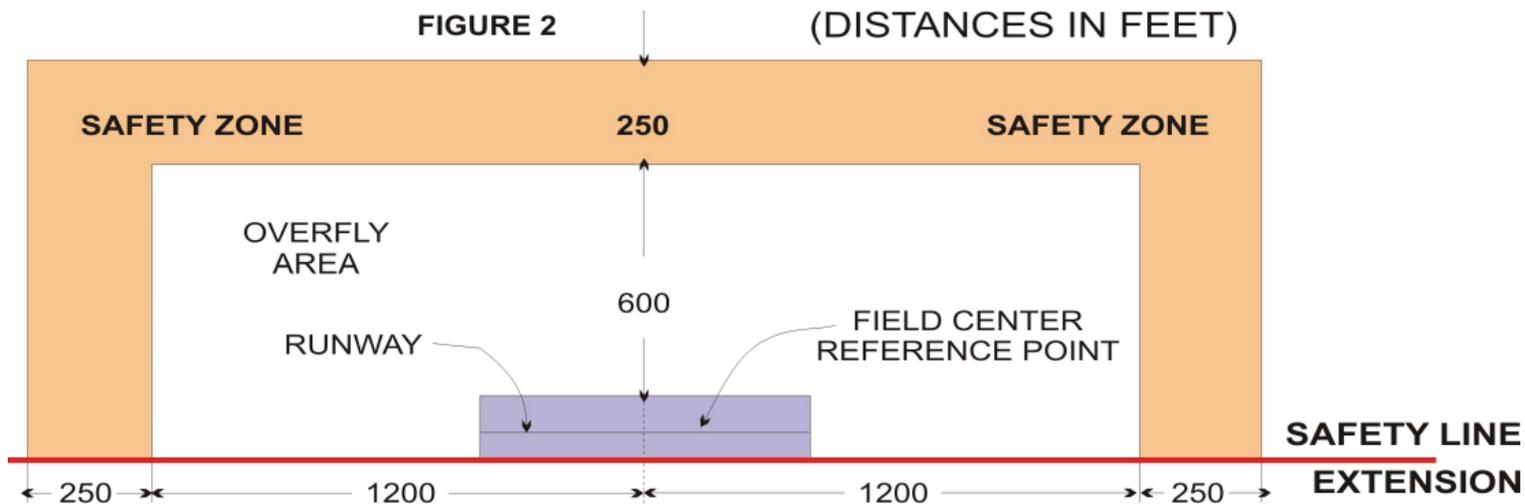
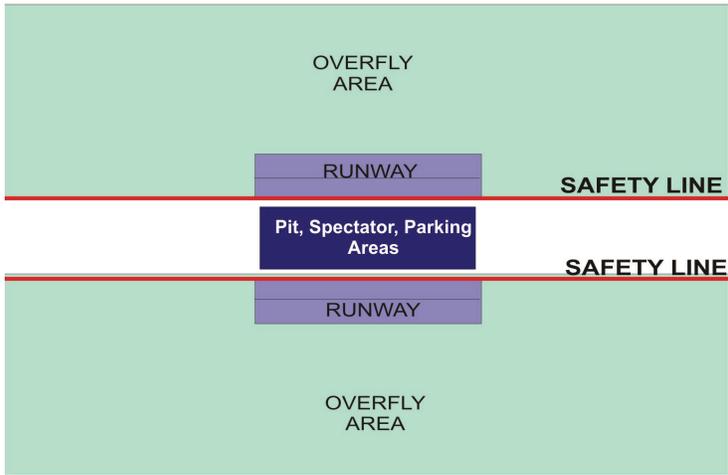


FIGURE 1

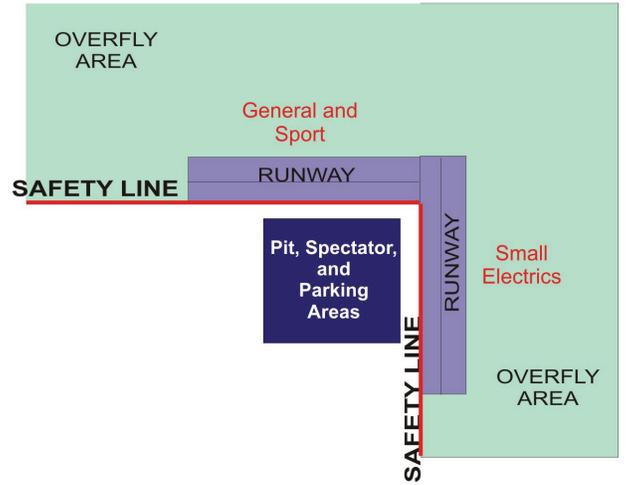
FIGURE 2



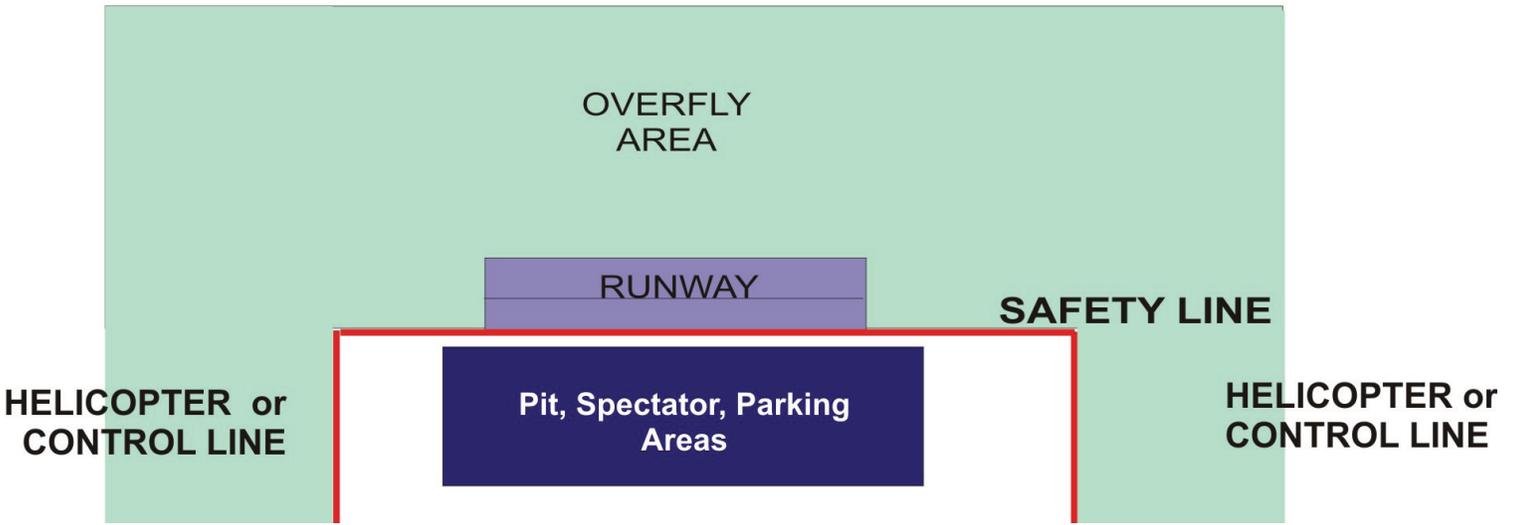
PARALLEL SITE LAYOUT



L SITE LAYOUT

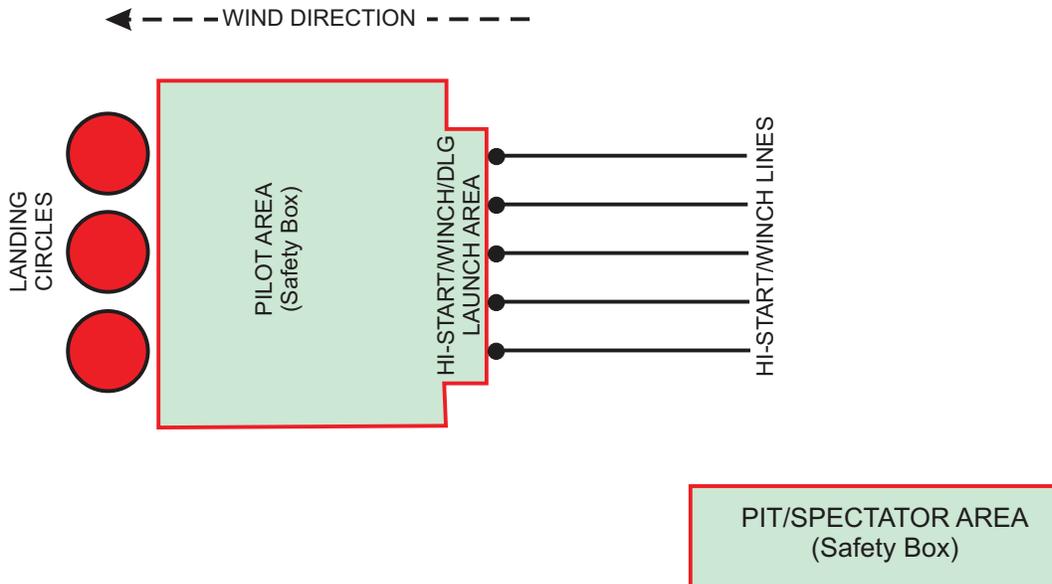


COMBINATION SITE LAYOUT



Under certain conditions it may be possible to achieve a flying area covering almost 360 degrees as long as care is taken to fulfill Radio Control items 1 and 4 of the official AMA Safety Code. This is especially true for small clubs and general sport flying in rural or low-population-density areas.

SOARING SITE LAYOUT



Multi-Rotor or “Drone” flying site layout

The Multi-rotor aircraft do not need a typical runway layout. Instead, the site might consist of rolling hills and even trees or brush that can be used to maneuver the vehicle around and through. Depending on the course layout, the aircraft may disappear for a split-second as it passes behind, under or through an obstacle. This is acceptable, as long as the aircraft remains within visual line of sight of the spotter for the remainder of the flight

A typical drone site can be as small as a soccer field. However, it could be larger, if space is available. There is no need for any hard-surfaced traditional runway area, so initial costs are quite low to establish this kind of site.

In addition to the flying area, there should be an area for parking, spectators and pit area for pilots. The flying area is always forward of the safety line, dictated by the location of the pilots. Spectators should be kept 25 feet away from the safety line.

Because many of these sites are located in parks or sports fields, parking, pit areas and such may or may not be available right next to the site.

In the case of FPV Drone Racing, extra attention should be placed on the layout of the site and specific set-back distances should be adhered to (see AMA Document #540-E - FPV Multi-Rotor Club Sport Racing Recommendations). The track can be configured using flags and/or gates. Some may also include trees or even man-made tunnels and other obstacles. A typical race track is shown below using flags and gates. The space available will affect the site layout and complexity.

Keep in mind that any FPV flying must follow the AMA Safety Code and applicable documents, including document 550 (First Person View (FPV) Operations).

