

HOTMAC Field Conduct and Safety Rules

1. All pilots must familiarize themselves with the **AMA Safety Program Handbook** and **HOTMAC Field Conduct and Safety Rules** before flying at HOTMAC facilities.
2. All pilots will comply with the **HOTMAC Frequency Use and Control** procedure. All radios used must be equipped with Fail-Safe in the event of loss of signal. Spot checks may be conducted to ensure compliance.
3. All FPV operations will be conducted in accordance with AMA Document 550 - Unmanned Aircraft Operations Utilizing First-Person View
4. Don't crowd your plane next to another flier. There is plenty of space in the pits – use it.
5. Do not start engines under the covered pit area.
6. Never run up your engine or motor with the prop wash blowing into the pit area or toward another flier or plane.
7. If you must run up your engine for a long period, move to a remote location away from the pits to avoid bothering others.
8. Dispose of damaged Li-Po batteries in a safe manner. A Li-Po Disposal Kit and bucket of sand is provided on-site.
9. Shut down the engines and motors of propeller driven aircraft immediately after exiting the runway at the shutdown line on the taxiway.
10. Do not allow unattended small children in the pit area. The pit area is primarily for fliers and members. No horseplay, R/C motorized vehicles, tricycles, bicycles, roller skates or in-line skates are allowed in the pit area.
11. Do not use the parking lot for motorized R/C vehicles. Use the asphalt roadway between the bathrooms and the parking lot or the grassy area north of the parking lot.
12. When one or more airborne aircraft have established a left-hand or a right-hand pattern, all subsequent aircraft taking off must fly the same pattern. Communicate with all airborne pilots to clarify which pattern is being flown before take-off.
13. Always announce to other active pilots when you enter onto or go across the runway for any reason such as retrieving a plane, placing, or holding a plane for take-off. After exiting the runway, announce you are “clear”. Pilots will announce to other fliers when performing “Touch and Go”, “Landing”, “Dead-Stick” or “Take-off”. A “Dead Stick” always has the right-of-way. A “Landing” or “Touch and Go” has the right of way over “Take-off”.
14. Multirotor or rotary flying will be conducted in coordination with normal RC flight operations.
15. DO NOT stand on the runway when flying. Stay behind the flight line safety fence located in proximity with other pilots and spotters.

16. All pilots will comply with “See and Avoid” when flying. “See and Avoid” means to descend under 200’ if full-scale traffic is detected. If necessary, land to avoid a full-scale aircraft at low altitude.
17. Hazardous flying or other violations are not allowed and may result in the suspension of your club privileges according to the HOTMAC By-Laws Article X, Grievance Procedure. Hazardous flying includes but IS NOT LIMITED TO: flying over the spectator area, the pit area, taxiway, or the parking lot. When in doubt about what type of conduct is allowed, speak to a club officer, director, instructor, or the Safety Officer.
18. Abusive or “foul” language will not be tolerated at the HOTMAC flying site.
19. In accordance with the current Academy of Model Aeronautics National Model Aircraft Safety Code, consumption of alcoholic beverages prior to, during, or participation in model operation is prohibited.
20. All training (except for immediate family members) at HOTMAC will be performed by qualified instructors which have been approved by the Training Chairman and Safety Officer.

HOTMAC Frequency Use and Control

1. This procedure applies to all radios except for systems that operate on 2.4 GHz.
2. Model aircraft radios operate on many different frequencies but will not work correctly when two (2) transmitters are on the same frequency. HOTMAC has a frequency control system to prevent that interference.
3. A frequency control board is permanently mounted at the field with numbered spaces for every legal channel. Every pilot must have their transmitter clearly labeled at all times with the channel on which they are operating. The pilot places their AMA membership card or HOTMAC membership card in the corresponding numbered slot of their transmitter channel prior to turning on their transmitter. **UNDER NO CIRCUMSTANCE WILL YOU TURN ON YOUR RADIO WITHOUT PLACING YOUR MEMBERSHIP CARD IN THE PROPER SLOT!**
4. Do not move or remove another pilot’s identification from a slot in the control board without their permission. If you remove another’s card, return it to the owner. Do not place any identification cards in frequency slots that are not being used, even temporarily.
5. In the event of a fun fly, fly-in competition or other special event, special frequency control arrangements may be adopted. In the event of such activities, please check with the Contest Director or event coordinator.
6. Other pilots may be waiting for your frequency. When you have completed your flight, remove your identification from the frequency board slot after turning off your radio. Your allotted time on the frequency begins the moment you place your identification in the frequency slot. The allotted time for any frequency is 15 minutes if others are waiting to use the same frequency.

HOTMAC Airspace Safety

1. According to the ACT/HOTMAC Letter of Agreement dated May 15, 2022 the following procedures apply:
 - a. If operating from surface to 400 feet AGL, a “**Spotter**” is **recommended** but not required.
 - b. If operating from 400 feet AGL and above, a “**Spotter**” **IS required**.
 - c. If operating above 800 feet AGL up to 1500 feet AGL, **the pilot must call ACT (Waco) Tower (254) 752-7746 no more than 2 hours before operations will exceed 800 feet AGL**. This call should include the estimated times the UAS is anticipated to exceed 800 feet AGL as well as the cellphone contact number for the spotter. A logbook located in the clubhouse is to be filled out when the ACT Tower is notified to record the required information.
 - i. If the original caller departs the field, a replacement contact needs to call the tower and provide a replacement cellphone number. The objective is for the Waco Tower to always have a contact cellphone on site in case of an emergency while operations are exceeding 800 feet AGL and above.
 - ii. The Waco Tower will broadcast on the ATIS. (Automatic Terminal Information System) Pilots will call the ACT ATIS (254) 759-3065 and confirm the ATIS broadcast before exceeding 800 feet AGL.
 - iii. Only authorized when weather conditions at ACT are Visual Flight Rules.
2. **All pilots of turbines and high performance** aircraft **MUST** notify the ACT Tower according to provision (c.) above.
3. All pilots at HOTMAC will practice “**See and Avoid**” safety procedures. This means that when full scale aircraft are detected (seen or heard) the RC pilot will descend his aircraft to 200’ or below and stay in holding pattern or land until full scale aircraft have cleared the HOTMAC overfly area. Use of the Flightradar24 phone app before and during flying is considered “best practice”.
4. A pilot must immediately notify ACT Tower at (254) 752-7746 in the event of a fly-away that may affect manned aircraft operations. Information to be reported in case of a fly-away:
 - a. Location of aircraft
 - b. Size of aircraft (weight, length, width)
 - c. Direction of Flight
 - d. Estimated Altitude
5. All R/C flight operations will be between civil sunrise and civil sunset local time. There are no night flying operations permitted.