

Field Calls



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Purpose

Calls communicate your intentions and are critical to ensure smooth and safe operations at the Stetson Field. Every member must **know, use, acknowledge** and **obey** them. Calls and acknowledgements must be **loud** and **clear** to be heard over noise and distance.

Emergency calls:

FULL-SCALE

CALL "FULL-SCALE". This is a shared responsibility.

- The **first person** who sees or hears an approaching low flying aircraft that could overfly or come close to the Stetson flying area **MUST** call "**FULL-SCALE**" if an RC pilot is flying or about to fly a model.
- The person making the call (and any other members on site) must ensure that whoever is flying heard the call and is/are responding appropriately.

DESCEND OR LAND: RC pilots must descend or land their model to keep it well below the approaching aircraft.

- If you are flying and hear or see an approaching aircraft, descend or land your model even if no one has made the call until you can ascertain that it is safe to continue flying.

CALL "ALL-CLEAR" when it is safe to resume normal flying.

- Resume normal flying once confirmed that it is safe to do so.

DEAD STICK

- **Call:** if your engine stops or if you must land immediately. You have priority for landing.
- **Response:** acknowledge. Give way to the dead stick or emergency landing. If your plane is on the ground, try to taxi it out of the way but do not go on the runway.

HEADS UP

- **Call:** If you lose control and/or your model flies over the pit and spectator area.
- **Response:** look up immediately and take cover or get out of the way if necessary.

Normal field calls:

ON THE FIELD

- **Call:** anytime you or your airplane enter the runway. Before taking an airplane on the field, check wind, circuit direction and flying activity. Do not enter the runway if someone has called landing, touch and go, takeoff, dead stick, or low pass.
- **Response:** acknowledge. Do not set up for landing, etc., until **CLEAR** is called.

CLEAR

- **Call:** when you and your airplane have cleared the runway.
- **Response:** acknowledge.

TAKING OFF

- **Call:** when you are about to start your take-off run.
- **Response:** acknowledge. Do not enter the runway, or attempt to land, etc., until the airplane is airborne.

LANDING

- **Call:** when you are setting up to land, before turning onto final.
- **Response:** acknowledge. Do not set up for landing, low pass, or touch and go until the CLEAR call is given. Do not enter the runway until the airplane has landed and stopped.

LOW PASS

- **Call:** when making a low pass, before turning to align with the runway. Note: low passes must be at least 30m/100ft away from the pilot stations (i.e., on the far edge of the runway or further out).
- **Response:** acknowledge. Do not enter the runway.

TOUCH AND GO

- **Call:** when setting up for a touch and go, before turning onto final.
- **Response:** acknowledge. Do not enter the runway.

GO AROUND

- **Call:** when aborting a landing or touch and go.
- **Response:** acknowledge.

TAXIING (optional)

- **Call:** optional but useful to announce extended taxi such as backtracking along runway.
- **Response:** acknowledge. Wait for CLEAR or TAKING OFF call.

