



SloFlyers.com

SLO FLYERS, INC.

Usage Regulations at the Cal Poly Educational Flight Range (E.F.R.)

January 16, 2026

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Introduction

1. Primary use of this facility is to support Cal Poly's academic programs. This may include, but is not limited to, prototype aircraft flight demonstrations, student flight instruction and sport flying.
2. Operating responsibilities of SLO Flyers are set forth in Appendix C.
3. All persons flying at this facility must have a valid current membership in the AMA.
4. Safety, courtesy, responsibility and careful adherence to these regulations are incumbent upon all those using this facility.
5. The AMA Introductory pilot program provides insurance for non-members when instructed by an AMA certified introductory pilot instructor. The time limit for this program is 60 days
6. SLO Flyers, as an authorized user of this facility, has sponsored its development and operation, and as a flying club chartered by the Academy of Model Aeronautics (AMA), has designated Cal Poly as "additionally insured" under the AMA Insurance Program. This will indemnify Cal Poly, as well as SLO Flyers, against claims resulting from EFR activities conducted within the AMA safety Code

General

1. Usage limited to radio controlled (R/C), control line (U.C.), and limited range uncontrolled hand launched air vehicles. Powered aircraft must use internal combustion engines, properly muffled, electric motors. Gas turbines (jets) are prohibited. No radio controlled ground vehicles are permitted.
2. Ranch access hours are restricted to daylight hours between 8:00 a.m. and 4:00 p.m., seven (7) days a week.
3. Federal aviation administration (FAA) airspace safety rules apply to all airborne operations. See Appendix B.
4. Authorized users may be accompanied at the EFR by one or more guests and shall be responsible for their proper conduct and safety.
5. All persons using EFR are responsible for its overall condition and cleanliness. Do not litter. No trash receptacles are provided. Take all of your debris with you on departure.
6. No vehicles shall be driven on or across paved runway.
7. All those using roads to and within the EFR shall exercise responsible care and judgment to minimize wear and tear. Speed limit is 15 MPH. Especially during inclement weather, it may be prudent to wait for roads to dry and become firm.
8. For a limited time, persons receiving an instructional flight demonstration from a certified introductory pilot instructor are not required to have a valid AMA membership card. Ref. intro. paragraph 5.
9. Transient pilots with valid AMA membership cards will be permitted use of the facility within limitations authorized to SLO Flyers. Such courtesy is limited to three (3) visits.
10. No alcoholic beverages are allowed on Cal Poly property or the EFR or in parked cars.
11. No smoking on Cal Poly property, EFR, ranch land or in cars.

1. The pond is treated waste water, not potable. Aircraft landing there may be retrieved using safe, sanitary procedures. A boat is provided for use in retrieving downed models. Never wade in or enter the pond. Throw nothing into the pond. The pond is not to be used to launch or land aircraft.
2. Pets are not encouraged on the EFR, but if present, must remain on leash at all times. At no time are pets allowed in the pit area, on flight line or runway. Handler is responsible for their conduct and must clean up after them.
3. Official Cal Poly academic activities have priority over all other usage.
4. Spectators are restricted to parking and spectator areas at all times.
5. Children must be carefully supervised at all times. It is preferable they remain in parking and spectator areas. They may accompany an authorized EFR user to pit area only if that person can devote full and continual attention to their safety.
6. Children are allowed on flight line only when receiving flight instruction from a certified flight instructor. Special care must be observed. They are not permitted on or otherwise near runway.
7. EFR shall be securely locked when not in use. First person entering shall unlock and last one to leave shall lock up.
8. No radio operations will occur prior to following the prescribed radio security procedures. See Radio and Frequency Control Section. If these procedures are not followed by a user of the EFR resulting in aircraft damage and/or injury, that user will be totally responsible.

Safety

1. Safety rules of the FAA, AMA, Cal Poly and SLO Flyers safety code apply at all times.
2. Be watchful of danger to others. Spectators, children, animals and less experienced pilots all require special attention. It is the responsibility of all club members to advise each other of unsafe practices.
3. Avoid full scale airborne aircraft at all times.
4. Do not fly over pit area, flight line, glider area or spectator areas. Sailplanes following thermals that move to the back side of the pit area must enter and exit via a path that is beyond the pit area. No flying over the pit area. When flying in back of the pit area a 100 foot altitude will be maintained. Electric wires are to be avoided at all times.
5. Aircraft should be inspected for condition and control function before first flight each day.
6. Stay clear of all propellers. Make adjustments from a position behind propeller.
7. Aircraft fuel is highly flammable. Keep container closed when not in use. If spilled, wipe it up. It softens the blacktop. No smoking on Cal Poly property, EFR or ranch land. See item #12 in the General section.
8. Never attempt retrieval from power lines.
9. Follow all rules and regulations of the Flight Operation section.
10. Do not fly unless visibility and wind conditions are satisfactory for safe flying.

Flight Operation

1. All pilots must be members of AMA, SLO Flyers, or be members of the Cal Poly Aero Dept.

Flying must be in accordance with safe and reasonable practice. Review section on Safety for all applicable information. Student flyers should be given special consideration.

2. Before turning on your radio, assure your frequency is secure. (See section on Radio and Frequency Control.) Position your aircraft so as not to endanger others or blow prop wash, dirt, etc., on others or their aircraft.

3. Do not break in an engine by prolonged operation in pit area. Go to place remote to all EFR activities.

4. Pilots must remain behind the barrier on flight line throughout each flight.
Glider pilots may either fly in the designated glider region or behind the flight line barrier. Retrieving disabled aircraft must be called to other pilots. No more than two (2) people may attend each pilot and shall not annoy, obstruct or interfere with other pilots on the line.

5. Flight line operations between pilots of helicopters, powered planes or sailplanes will clearly and loudly call the appropriate warnings:

- Entering Runway
- Dead on Runway
- Ready for Take Off
- Ready to Land
- Dead Stick or Other Flight Emergency
- Runway Clear.
- Touch and Go Landing
- Low Flyby

6. No one may be on runway during flight operations except:

- Those directly involved in official Cal Poly Academic Research Programs requiring such access.
- Person or persons retrieving downed aircraft, in which event all pilots on line must be warned and understand before said retrieval is initiated.

7. Flight operations may be conducted anywhere within the overfly airspace above and surrounding the EFR site, except spectator areas, pit area, glider area and flight line.

8. Any aerobatics or high speed passes by any type of aircraft will be beyond the west edge of the runway. Touch and go landings may be performed only with loud announcement and if no other pilot is in danger. Dead stick landings must be called and have priority. Rotary wing aircraft using the runway will respect established takeoff and landing pattern.

9. All property and/or personal damage/injury incurred or caused by a pilot shall be totally his responsibility.
10. When work activity is present in the vineyard or adjacent ranch land, pilots will adjust their pattern to avoid flying over workers. No flying when mowing, weed whacking or working on the field. This includes work on the fences, barriers, structures or pit area fixtures.

Radio and Frequency Control

1. Radio systems and their operating frequencies will be controlled according to FCC and AMA rules at all times. Fifty radio channels have been assigned by the FCC and AMA for radio controlled aircraft. They are in the 72.0 to 72.99 MHz frequency band and are named Channels through 60. The FCC and AMA do not require a license to operate radio systems in these Channels, but require that all radio transmitters must be "Narrow Band." Note: Anyone using "HAM" frequencies for control must have a valid FCC operator's license.
2. No radio transmitter shall be turned on at the EFR or within a three (3) mile radius thereof unless its Channel has been secured.
3. A frequency control board is located in the pit area of the EFR and all aircraft Channels are shown on the board. Each Channel number has its own card clip. The clips are used to secure a Channel. . If you are flying the 2.4GHZ radios, you still are required to post your card to show you have a transmitter at the field
4. To secure a Channel for your use, place your AMA or SLO Flyers membership card in the clip corresponding to the Channel desired. If the clip contains someone else's card, the Channel is in use and you must wait until it is available. Only after your Channel has been secured by you, may you turn on your radio equipment.
5. If a person turns on a transmitter whose Channel has not been secured thereby causing the pilot who has secured that Channel to crash his aircraft or otherwise cause damage, then said person will be totally responsible for all damage and/or injury.
6. If others are waiting for your Channel, limit your usage to 5 minutes.
7. A radio system must be range checked prior to the first flight of a new or repaired airplane.
8. If the aircraft controls begin to glitch, jitter or buzz, turn the radio off and do not fly until the problem is corrected.

Appendix A

Subject: FAA MODEL AIRCRAFT OPERATING STANDARDS

AMA members are concerned about safety and do exercise good judgement when flying model aircraft. However, model aircraft can at times pose a hazard to full-scale aircraft in flight and to persons and property on the surface. Compliance with the FAA standards will help reduce the potential for that hazard and create a good neighbor environment with affected communities and airspace users.

As of Feb, 2019, the FAA requires all drone and model aircraft pilots to post their FAA issued registration number on the outside surface of the aircraft. See: <https://faadronezone.faa.gov/#>

General Operating Standards.

a . All flying safety rules at the SLOFlyers, Inc flying field must be followed.

b. Give right of way to, and avoid flying in the proximity of, full-scale aircraft. Use observers as needed or as required by regulation.

c. Notify personnel at the SLO airport air traffic control facility if operations will depart from current, standard FAA guidelines. Do not hesitate to call the tower or flight control station with questions concerning compliance.

d. Be aware of FAA regulations regarding recreational model aircraft/drone operation. These are available for review at: https://www.faa.gov/uas/recreational_fliers/

Appendix B: AMA Safety Informaion

AMA safety handbook:

<https://www.modelaircraft.org/sites/default/files/documents/100.pdf>

Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2018

A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, education and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's *See and Avoid Guidance* and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's *Competition Regulation*.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

For a complete copy of AMA's Safety Handbook please visit:
www.modelaircraft.org/files/100.pdf

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Appendix C: SLO Flyers Responsibilities

1. SLO Flyers will adopt a significant mentoring and coaching function for Cal Poly students.
2. SLO Flyers will develop and maintain the EFR.
3. SLO Flyers' responsibilities will consist of, but are not limited to, the following:
 - Planning and developing the EFR facility, including the runway, pit area, and roads within the EFR and its fencing.
 - Maintain roads, runway and parking surfaces within fenced EFR.
 - Provide portable sanitation facility and maintenance service.
 - Provide weed abatement as required to control fire hazard within fenced EFR.
 - Maintain and control trash and custodial services.
 - Maintain a cellular phone and emergency equipment.
 - Provide insurance coverage including indemnification in accordance with Introduction item #6