

## Guide Lines for the Flyers at the Flats Field

1. This is a NON-Club: there are no officers, no meetings, no dues or contests and not much in the way of rules. Only guidelines.
2. Mild bitching is healthy therefore it will be tolerated if it qualifies, such as sounding off when the field is torn up by bottom feeders and their trucks, Jeeps. Motorcycles, etc.
3. Also, legitimate bitching can be allowed when a thoughtless fellow flier allows his prop blast to blow dust and debris on others' planes, newly washed cars and into just filled coffee cups.
4. Sniveling on the other hand is looked down upon and not encouraged. A sniveler will complain when the wind is directly across the runway, or when he launches the wrong plane that is programmed into his computer transmitter, or he forgot the wing.
5. It is permissible for those flyers not flying at the moment and spectators to shout comments to those flying such as, "Did you mean to do that?" when the flyer performs a maneuver that no one has ever seen before. If an airplane is flying inverted a spectator may shout, "Watch out, your wheels are pointing up."
6. Landings are always fair game. A smooth landing may be greeted with a comment such as, "How lucky can you get?" or a bouncer with, "That fifth bounce was the best."
7. The first flyer at the field is expected to police up the runway. Cow pies that are dry may be thrown to the side by the Frisbee method; however, you are on your own with the wet ones. Also, to be dealt with are shot gun shells, beer bottles and cans.
8. Those flyers that allow their aircraft to impact heavily on the airfield may be expected to fill in any divots and put what's left of the wreckage in clear plastic bags or equivalent; this is known as re-kitting.
9. Urinating in the parking area will be frowned upon.
10. When making an approach for landing and you go the wrong way with the ailerons causing the model to impact the ground, it's best to try to be cool and save face by saying loud enough for all to hear, "A servo must have gone bad," or a favorite of most is, "My radio got hit."
11. Visitors and old timers will love to bend your ear with hair raising tales of daring do from the past, it's best to be polite and at the same time try to back away as soon as possible. Examples: The first-time visitor that has flown a Cessna 150 and doesn't think he will need any buddy box instruction to fly his new hot aerobatics Belch Fire 400. Oh well! Or the guy who goes on and on about his days of flying control line in some park. (You could do that in those days.) And then there's the fellow that thinks your pride and joy is a toy plane. Remember to be polite.
12. Be prepared to receive some snide remarks and ridicule while flying and of course turnabout is fair play.
13. Since we are pretty much an outlaw group and have no facilities, there is no impounding of transmitters, so this makes it really important to know who is on the same frequency as the transmitter that you are

using. It is a gentleman's agreement that, if you turn on and cause another's plane to be destroyed, that you compensate him. "Oops..." is not good enough.

14. Every day here is a fun fly day, so let us face Milwaukee as you bow your head in sadness and respect for fellow flyers who are eagerly awaiting Spring which is still three months away.
15. If you are one who is chronically plagued with shaky knees particularly on a first flight of your latest model, don't worry about it as there is a lot of that going around. It may be a good idea to wear long pants on those days.
16. If you are not having fun in this sport you are not trying hard enough.