



Model Association of Central Kansas

“SEE AND AVOID” GUIDANCE

The primary means to avoid collisions between all aircraft flying within our National Airspace System (NAS) is “See and Avoid.” Vigilance must be maintained by each person operating an aircraft (whether model or manned) so as to “see and avoid” other aircraft. This is especially true of modelers avoiding manned aircraft. Our privilege to fly model aircraft in the NAS depends on our commitment to remain “well clear” of manned aircraft. Simply avoiding an actual collision is not enough. A “near miss” is not acceptable. Unless flying at a mixed-use site where manned and model aircraft routinely share airspace through their own site-specific rules, models must fly sufficiently far away from manned aircraft so as not to create a collision hazard. Model flying must not only be safe, it must be perceived to be safe by the greater manned aviation community. Modelers must continually demonstrate their respect for the safety of manned aircraft by remaining vigilant and well clear.

- **Whenever a potential conflict arises between model and manned aircraft, the pilot of the model aircraft must always give way to the manned aircraft.**
- **The pilot of a model aircraft must never assume the pilot of a manned aircraft can see the model or will perform any maneuver to avoid the model’s flight path.**
- **In general the model should always descend and turn to pass well below and away from the flight path of the manned aircraft.**
- **A modeler should never place consideration for the well being of the model aircraft above the safety of manned aircraft.**
- **Maneuvering to avoid may require sacrificing the model.**

Spotters:

Before a flight, the pilot must brief the spotter on his/her duties and expectations.

Any flight where even a simple excursion above 400 feet is expected must use a trained spotter to assist in monitoring the surrounding airspace for manned aircraft. The spotter must have sufficient visual acuity and be mature enough to take this responsibility very seriously.

A spotter should also be prepared to assist his or her pilot in the event that another model aircraft or spectators become endangered or in turn are perceived to be a danger to the pilot or the pilot’s aircraft.