



Annual Safety and Flight Briefing 2017

ARCS Safety Officer:

Duane Barrett

ARCS Head Flying Instructor:

Greg Tinius



Annual Safety Briefing

ARCS and AMA Safety Requirements and Issues

- **Work Party & Ground Work Safety**
- **Pre-Flight Safety**
- **Flight Safety**
- **Post-Flight Safety**



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Work Party & Grounds Work Safety

- Work in pairs and monitor your partner be sure to maintain communication at all times.
- Monitor amount of hours worked, be careful not to over do it.
- Work only jobs appropriate to your age and health.
- Make sure there is a First Aid kit at work site.
- Limited number of people working close to or around tractors.
- No one uses a chain saw without a current Parks Department certification and chaps, hard hat, eye and ear protection.
 - **Do Not be afraid to STOP anything that is potentially dangerous.**



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Work Party & Grounds Work Safety

- Eye and hearing Protection when mowing.
- Eye and hearing protection when using power tools.
- Be aware of flying debris area around mowers and brush hogs.
- Limit the number of people working close to and around powered machinery.
 - **Do Not be afraid to STOP anything that is potentially dangerous**



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Pre-Flight Safety

- **Ensure your AMA/ARCS card is on the board indicating that you have read and acknowledged ALL field and flight rules before turning on your transmitter.**
- **Ensure that turning ON your transmitter is the correct thing to do.**
- **Starting fuel powered airplanes-must be in a hold back.**
- **It is generally a good practice to have others inspect a new plane prior to it's first flight.**
- **Perform a flight control check prior to each flight. Check for correct direction of movement of control surfaces.**
- **Walking onto runways- only with spotter and pilots notified. Ensure there is communication between you and all pilots flying.**



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Pre-Flight Safety

- **ALL arming of Electric aircraft will be done at the arming table or other aircraft restraint outside of the canopy area. (Arming = applying power to an ESC connected to a motor that is directly connected to a propeller or fan unit.)**
- **Having a throttle kill switch on the transmitter does NOT preclude using the arming table or other aircraft restraint outside of the canopy area. While a throttle Kill switch is a nice added feature it does NOT replace the arming table or a plane restraint.**
- **Safety always comes first; therefore, arming of any electric powered aircraft (sport, foamie, edf, quads, etc.) must be done at the arming table or using some other restraint, NOT under the canopy area. The only acceptable deviation to this rule would be maintenance where you have either removed your prop/fan (EDF Aircraft) or disabled the motor(s) by unplugging from the ESC.**



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Flight Safety

- Ensuring that turning OFF your transmitter is the correct thing to do.
- When flying with a buddy box ensure all channels match.
- Try to take off past the last manned pilot's station.
- No "Cross" runway or taxi-way take offs!
- Out of control aircraft close the throttle if possible.



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Flight Safety

- **Flying noticeably damaged or unsafe aircraft is unacceptable.**
- **Operating an aircraft in such a manner to present a danger to people or other aircraft is unacceptable.**
- **Protection of guests and spectators is everyone's responsibility.**
- **Safety is job #1 always!**



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Flight Safety

- **Flying with a spotter is highly recommended. The spotter is your safety man. His job is to watch all the airspace and inform the pilot of possible traffic conflicts or of immediate danger to the pilot. He can also recommend a course of action.**
- **Spotters are mandatory for the following conditions:**
 - a) Placing and retrieving aircraft on the runway and flyover area.**
 - b) Flying to the East of the safety line North end point.**



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Flight Safety

- c) Maiden or rebuild flights and will be the only aircraft on the field during the initial flight.**
- Flying the buddy box is not considered having a spotter since the instructor's primary duty is to save the plane. His focus is on the pilot and on his plane.**
- Flying over personnel and vehicles (e.g. mowing, retrieving airplanes, etc.) on the flying field is prohibited.**



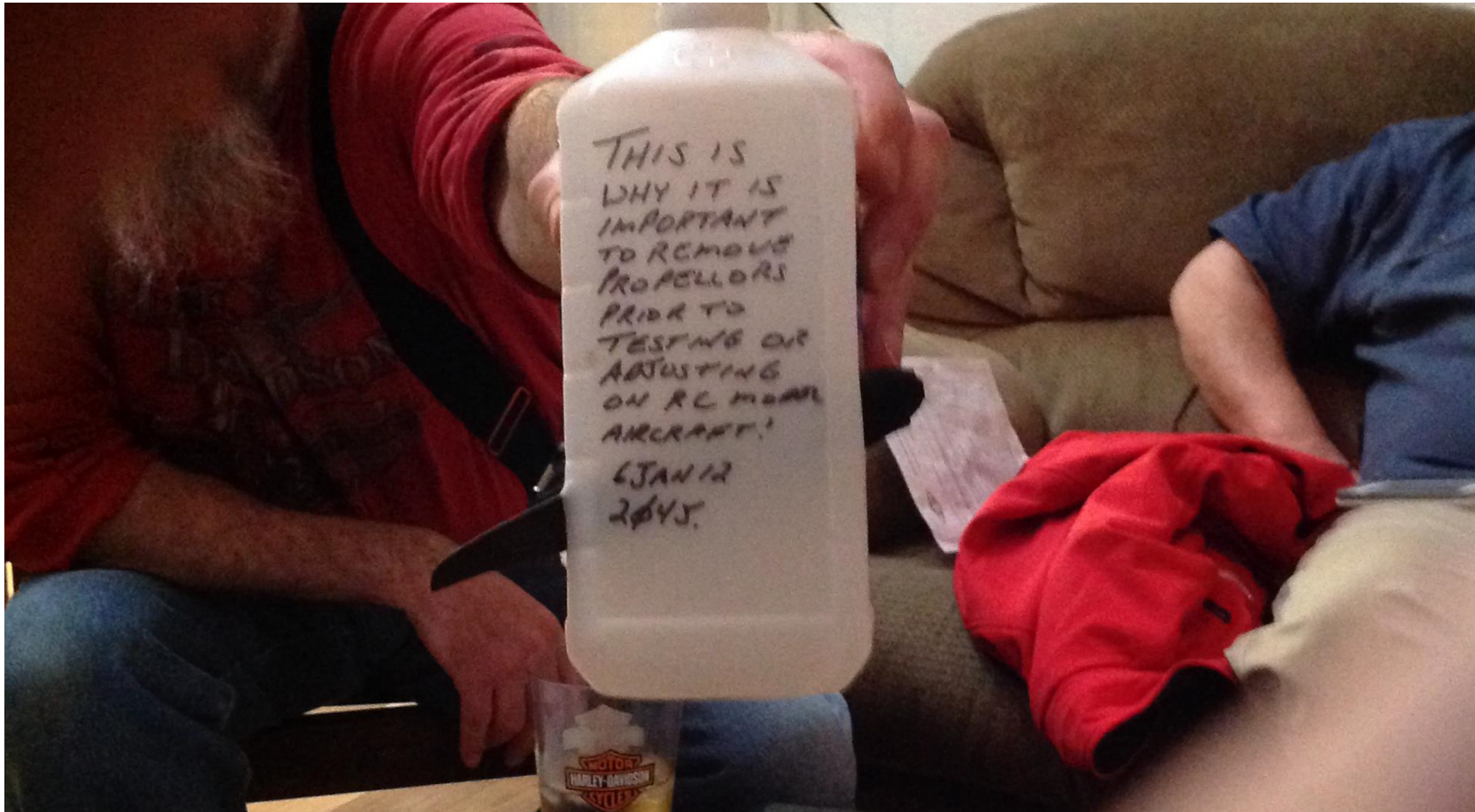
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Post-Flight Safety

- **Climbing trees to recover aircraft is not recommended. If you feel you can do so safely you need to have a buddy with you.**
- **Absolutely NO cutting down of trees without parks department approval and approval of club president.**
- **Picking up Debris - always clean up and take trash home.**



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**The lesson learned
Remove props or
disable motor when
working on aircraft!**



Annual Flight Briefing 2017

ARCS Head Flying Instructor:

Greg Tinius

- **Operations**
- **Club Rules**
- **Pre-flight Checklist**
- **Safety Inspections**
- **Flight Instruction and Instructors**
- **Clinics...**



Little Field Operating Procedures 2017

The Field is open to ARCS members that have current AMA membership, and their guests.

Each member shall accompany and be responsible for his or her guests while at the Field. Encourage returning guests to join the club.



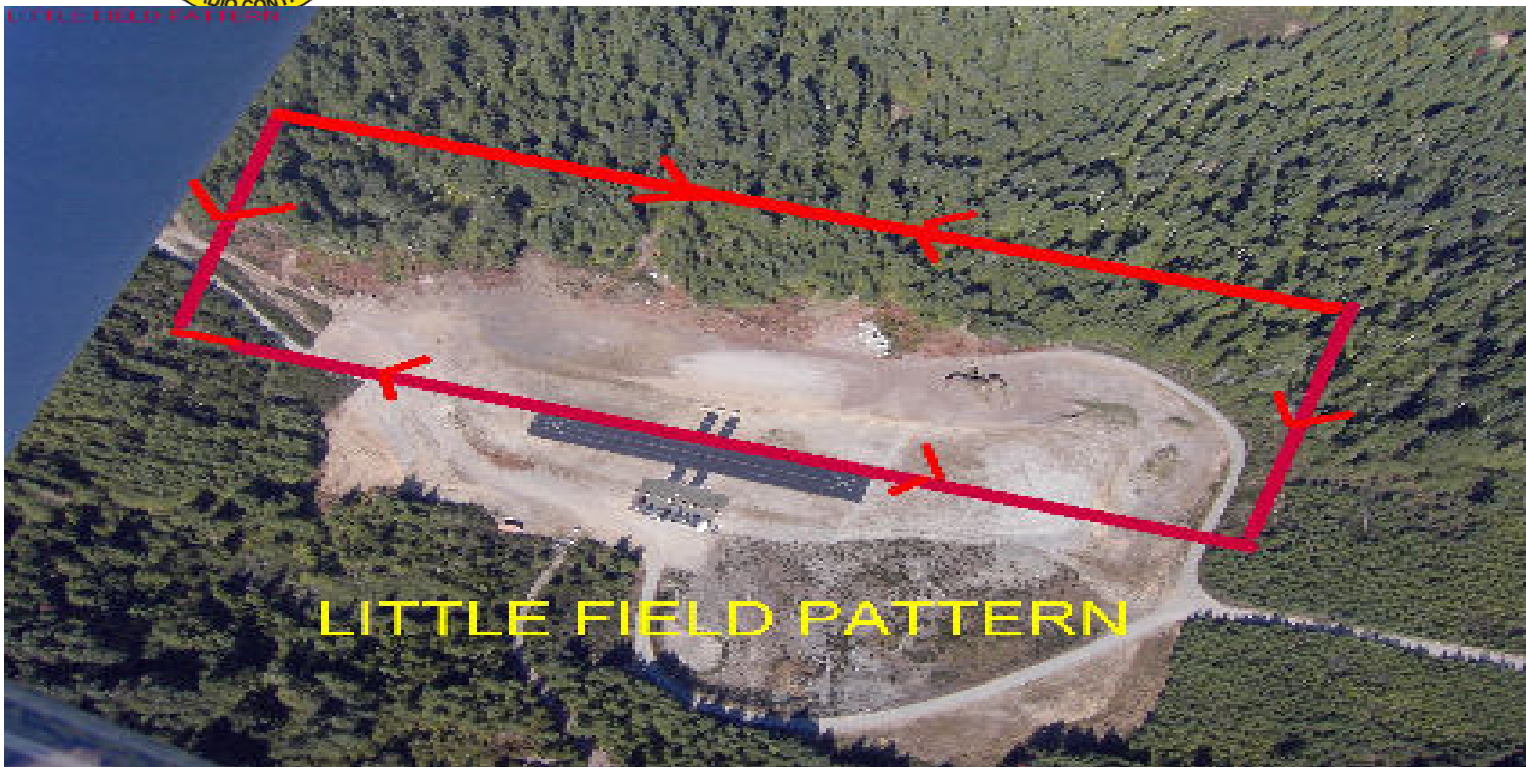
Little Field Traffic Pattern



- 1. Pilots shall restrict their flying to within the prescribed boundaries of the field. (Far side of the runway), with exception of 3D/heli area (yellow area) off to the north side.**



Little Field Traffic Pattern



2. Any flying in the "Restricted Airspace" is strictly prohibited. Continued violations will result in loss of flying field privileges. (Restricted airspace is outside red field boundary on the previous slide.)



Little Field Flight Operations

- 3. Fly with a buddy or spotter. It could save your life. (See Safety brief for required spotter use.)**
- 4. All club members are responsible for ensuring that appropriate precautions/procedures are used during operation of their radio transmitters at the Field.**
- 5. The frequency board must be used at all times. See Pilot requirements of field rules. (Even 2.4 Ghz)**
- 6. Flying over personnel and vehicles (e.g. mowing, retrieving airplanes, etc.) on the flying field is prohibited.**
- 7. Overflow tanks must be used when refueling.**
- 8. All pilots flying aircraft with gasoline fueled engines shall provide and have near by, a fire extinguisher, during starting and operations. **"This is mandatory"**. Failure to do so will result in grounding of the aircraft.**



Little Field Flight Operations

9. Never leave a plane unattended with the engine running or power system armed (throttle cut does not meet this requirement).

10. Always announce your intentions to other pilots on the flight line when you are going to take-off, land, touch and go, low pass, retrieve a model, cross the runway or perform a dead stick landing. Make sure they acknowledge before continuing. Notify other pilots when the runway is clear again.

11. Except for events, a maximum of four aircraft may be in the air at any one time using the main flying area, with the exception that additional pilots can be flying in the adjacent 3D/heli areas.

12. When two or more aircraft are in the air, unless otherwise agreed to by all airborne pilots, always fly the pattern (see picture) or make sure you are well clear of pattern fliers. The pattern direction is determined by the first pilot airborne but, if wind conditions dictate and it is agreed to by all airborne pilots, the direction can be changed. If taking off downwind, enter the correct pattern as soon as possible.



Little Field Flight Operations

13. Always take off in the runway direction (no cross runway or taxi-way takeoffs).

14. Except for takeoffs and landings, always fly on the far side of the runway fabric until well clear of the end of the runway. This includes low approaches. On takeoff, move to the far side of the fabric runway as soon as possible. When taking off, plan your takeoff to become airborne past the last manned flying station. This is especially important when flying a tail dragger with a crosswind.

15. Electric Powered aircraft.

A. Do NOT arm (Arm = applying power to an ESC connected to a motor that is directly connected to a propeller or fan unit.)them under the canopy, a table has been provided on the canopy side of the Kiosk, This is for Electric Planes Only. No Dinosaur Burners on it... There are also 2 cradles for electric use only or other restraint.

B. Spektrum Transmitters (DX-7s, 8, 9, 18), as well as others, can be configured for throttle cut, this is a great feature, and should be used on ALL aircraft. However, this does NOT preclude using the arming table or aircraft holdbacks for arming though. See Safety Brief.



Little Field Flight Operations

- 16. Except for events, 3D type flying (hovering/slow flight) shall be conducted over the grass on the far side of the runway and aircraft proximity communicated with other pilots. Hovering over the fabric runway is not allowed unless for purposes of landing.**
- 17. Fabric taxiways shall be utilized for departure and arrival of aircraft. Taxiing shall stop well before reaching the end of the fabric towards the pits. Larger aircraft can depart and arrive outside the ends of the outboard pilot stations and at a minimum of 10 ft. from the pilot stations .**
- 18. All pilots flying aircraft with electric Li-Po battery powered systems shall provide and have nearby a sand bucket(s) during arming and operations. “This is mandatory”. Failure to do so will result in grounding of the aircraft. Post crash... Let other pilots know, beware of damaged Li-Po batteries, conduct a foreign object damage (FOD) walk-down to clear the runway of debris if applicable.**
- 19. Except for Events, aircraft requiring a rolling takeoff will not become airborne until pass the last attended pilot station.**
- 20. Except for Events, all flying must be conducted from within pilot stations.**



Flight Instruction

Pre-flight Checklist

Has aircraft been Safety checked?

1. Ensure you are prepared. Sunglasses (if needed?), hat (if sunny??), alert, mentally prepared, hydrated.
2. Ensure the aircraft is prepared – wings secure, no loose parts, prop secure, battery(s) secure, no damage, check pushrods and clevises, check hinges, flight/transmitter battery charged and voltage checked – everything in working order.
3. AMA# and owner info on/in aircraft? This now includes FAA number.
4. CG checked!!!
5. Membership/AMA card on board?
6. Arm electrics at the arming table or restraint benches.
7. Once armed, check flight control movement. Then check again! If using buddy box, check all functions with both transmitters – including throttle cut if programmed before launch.
8. Do a range check if new model or any mods since last check.
9. Check wind speed and direction.
10. Check for other traffic airborne, about to land, or about to takeoff.
11. Announce intention to taxi onto the runway and takeoff.
12. Plan for liftoff beyond last manned pilot station.



Safety Inspections

- Voluntary but recommended!
- Intended for new or rebuilt planes and helicopters.
- Any instructor or board member can perform.
- Small sticker is awarded upon completion.
- Even highly experienced modelers can miss something – another set of eyes is always good...



Flight Instructors

- Head Flight Instructor – Greg Tinius
- Sean Butler
- KC Patton
- Paul Fleming
- Terry Hubbard
- Robert Westcott – Helicopters.
- Chuck McGuire– Helicopters.



Flight Instruction

- All new members must undergo a flight evaluation with an instructor and be signed off for solo, prior to flying on their own.
- Greg T. can be reached via email on the KARCS website or @ rcgregt@gmail.com or at 360-874-0551.
- Other instructors available as needed or desired.
- Before we (myself & 1st time/beginner-pilots) fly, I will briefly discuss field safety and rules, flight control basics, & how to prepare you & the plane for flight – Pre-flight Checklist!



Continuation Training

- New for 2017!
- Clinics ?
- Purpose - to offer further training to all members – to further develop our skills.
- Thoughts? Interest?
- Volunteers to run clinics?



Flight Operations

Questions?



Have Fun! Be Safe!!