



Annual Safety and Flight Briefing 2024

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KARCS 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.
- Fuel powered airplanes must be restrained before they are started.
- 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.
- Before walking onto runways ensure spotter and pilots are 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, foamy, 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

- Familiarize yourself with the Letter of Agreement (LOA) with the FAA and Bremerton Airport requirements and be sure to adhere to them when flying. (Back side of KIOSK)
- 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.
- Ensuring that turning OFF your transmitter is the correct thing to do.



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Flight Safety

- Flying noticeably damaged or unsafe aircraft is unacceptable.
- Operating an aircraft in such a manner as 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) Maiden or flights following a rebuild. Other pilots will yield the field in this case (no other aircraft airborne).



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Flight Safety

c) Spotter is required by FAA when flying any UAS in full FPV mode (wearing goggles for example). See AMA Document #550 “Unmanned Aircraft Operation Utilizing First-Person View for additional FPV requirements”.

- 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.



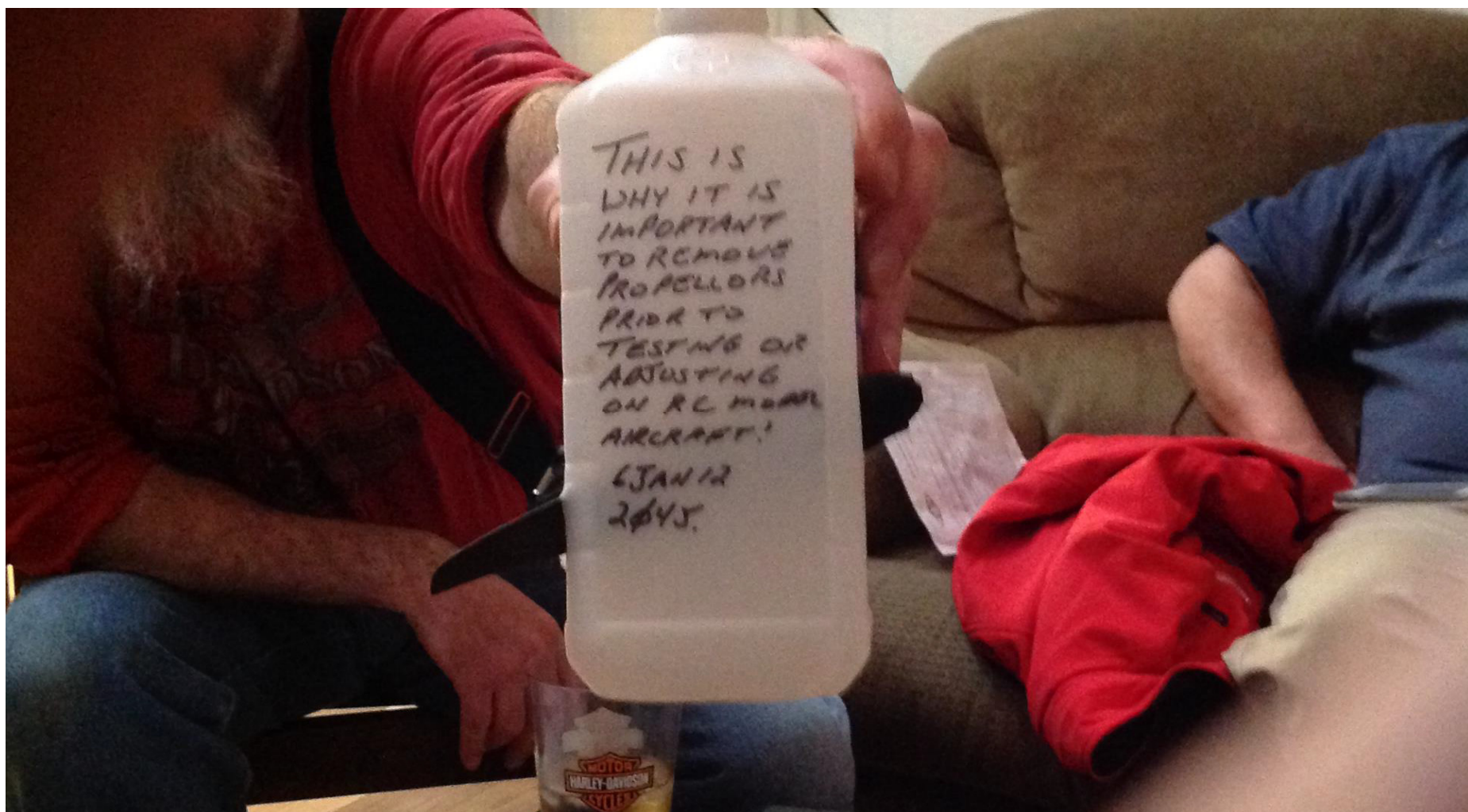
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Post-Flight Safety

- 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!