

FLIGHT LINE SAFE PRACTICES

Murrysville Area Radio Control Society

Flight Line Safety Practices for Downes Aerodrome

For Gas, Glow and Electric

Prior to starting engine:

1. Current MARCS and AMA membership cards shall be shown upon request.
2. East side flight line, 72 MHz place your channel pin on the broad.
2.4GHz no requirement
3. West side flight line, 72MHz obtain your channel number green pin for range check and with red fly pin to fly.
2.4GHz obtain red fly pin.
4. Never fly alone
5. Wear some form of eye protection.
6. Verify that your transmitter is set on the correct model you intend to fly.
7. Check all control surfaces for free and correct direction movement...
8. Range check your radio per the manufactures instructions, prior to first flight of the day.
9. Check the Tx, Rx and electric motor batteries for flight safe voltage, each flight.
10. Verify the propeller is securely tightened, clean of foreign objects and in sound condition.
11. Fill fuel tank or connect electric motor flight battery.
12. Verify that all control surfaces, engine, electric motor, landing gear, wings, wheels and other applicable hardware are secured i.e. flight ready.

Engine starting:

1. Position the plane facing the runway and forward so that the revolving propeller plane will clear all other people.
2. At the flight line ends, the plane may face the runway or away from the flight line.
3. All non flying pilots and spectators should be alert and stay behind the revolving propeller plane.
4. Obtain someone to hold the plane before starting, even if behind wing barriers or tail tied.
5. Pilot to instruct the helper of how he plans to proceed.

6. Turn on the transmitter, then the receiver.
7. NEVER reach through the propeller arc, whether the engine or electric motor is running or not.
8. Set throttle at idle or for low rpm or off for electric motors.
9. Placing the glow igniter or connecting the electric motor battery should be done by the pilot and only from the rear, over, or around the potential propeller arc.
10. Starting should be via a starter or starting stick. Large engines may require hand starting, BE VERY CAUTIOUS.
11. Once started, maintain idle or low rpm, and move behind the revolving propeller plane before accelerating, removing the igniter and or adjusting the throttle.
12. NEVER accelerate to high rpm's while in front of or in line of the revolving propeller plane.
13. NEVER look straight into a running engines glow plug or the plane of the revolving propeller.
14. All throttle adjustments should be made only by the pilot while the plane is securely held by the helper before flight.
15. The flat to vertical plane position for rich or lean throttle checks should be done in a manner that the plane of the revolving propeller NEVER aligns with any people on the flight line or elsewhere.
16. If landing for adjustments, position plane facing away from the flight line. Throttle rechecks shall be made in same manner as above.

Flying

1. NEVER fly over the flight line.
2. Fly at an elevation and distance equal with your skills.
3. IF you need help, SHOUT for help.
4. IF you lose control or sight, SHOUT to identify the problem, so someone can help, get out of the way or all watch where it disappears.

Crossing the runway

1. If someone is flying or about to fly, stop and request permission from the pilot to cross (both directions), when completely across identify that you are now off the runway.
2. If no one is flying or about to fly, stop look and scan the runway and sky in both directions for full scale aircraft. Wait for all full scale aircraft to pass. Cross only when safe.