

C.B.R.C. Field Etiquette and Safety Notes

By Carl Horst

Frequency Control Board

The Frequency Control Board should be put up when there are two or more flyer present.

The board is kept in the locked box behind the pavilion along with the First Aid Kit and the Fire Extinguisher. The last member to leave the field should verify that the board has been returned to the box and the box has been re-locked.

Frequency Control

Transmitters should be verified as being "OFF" and placed in the Transmitter Impound.

Never turn "ON" a transmitter unless you have gone to the Frequency Control Board and found no one using your channel (frequency). This would be indicated if an AMA card has been inserted in your channel's slot.

Never turn your transmitter "ON" unless your channel's slot is empty and you have inserted your AMA card in that slot. As you turn "ON" look to see if any airplane in the air is affected, if any is turn "OFF" immediately. Don't turn "ON" again until the other flyer is back in the Pit and shut down. Then determine what's happening:

You may have used the wrong slot.

He/She may have used the wrong slot

Shame on someone, but in any event a crash has been adverted.

Channel numbers should be attached to Transmitter Antennas.

Engines

For safety reasons it's not a good idea to fly alone.

Things happen!

No engine noise prior to 11:00 a.m. on Sundays and 9:00 a.m. on other days.

Never attempt to start engines using your finger, there are too many horror stories to risk it. Use an electric starter or chicken stick (or a better name would be a smart stick). Prop blast should be directed toward the runway, away from spectator area and adjacent planes.

Be sure no one is standing to either side of the prop arc, where they might be struck if a blade/spinner would break or come off.

When starting an engine, plane should be held to prevent it from moving forward by one of the Club holding devices or another person.

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If a prolonged period of running will be required in the Pit, such as breaking-in, the engine/plane should be taken to the East end of the Pit area.

Don't forget to check in at the Frequency Control Board if you will be using your radio during the break in period. Your transmitter should be able to shut down your engine. Engines that can not be shut down from the transmitter can be dangerous. Keep your hands away from the prop! Don't throw anything into the prop.

Some safe ways to shut it down are:

Remove or pinch the fuel line that feeds the carburetor.

Close the needle valve if it's not too close to the prop.

My personal favorite is to block the exhaust using a rag or other material to prevent being burned.

Flying

Once you're ready to fly there are certain restrictions that must be observed:

Only 3 flyers (glow/gas) are permitted in the air at one time using the 3 right most pilot stations. The left most pilot station is reserved for electric models only.

No taxiing in the Pit area. No taxiing behind the pilot line when there are any pilots present. Planes should be carried to and from the pilot line.

No flying over or behind the pilot line. Always turn away from the pilot line after take-off.

No flying over the West end of the field due to the closeness of homes.

No flying too far over the tree line to the North and East. Announce to other flyers your intentions such as take-offs, landings, dead sticks, touch and goes etc.

Dead stick landings have priority

Fly-bys and other low maneuvers should be done no closer to the pilot line than mid-runway.

All low passes down the runway, when there are other flyers on the line, should be in the same direction as take-offs in order to prevent head-on collisions.

All flyers must be made aware when anyone or thing is on the runway. Also there will be no flying when the runway is being mowed.

Field Housekeeping

CBRC is blessed with a great field, and it's up to us to keep it looking good.

A general rule is **"If you brought it, Take it"**

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This includes such things as: used paper towels; rags; wrappers; rubber bands; broken props; empty containers; and other model debris.

Cigarette and cigar butts should be placed in the provided Butt Cans. Feel free to occasionally empty them and take their contents for proper disposal. No other types of trash should be put in these Butt Cans.

The Official AMA Safety Code and CBRC Field Rules are posted at the Field and everyone should be familiar with them.

******* BE SAFE, BE CONSIDERATE, HAVE FUN *******