

WRCS Guidelines – Pre-Flight and Flying

Pre-flight

- Assemble your aircraft on the tables then put it on the grass in front of the shed. Then clear the table and put your toolbox etc. out of the way.
- You can leave your plane in front of the shed in the shade or find a spot in the pits and leave it there on the ground with your gear. Please leave a clear pathway to the field so members don't need to step over aircraft as they leave the shed and walk to the pilot box.
- The starting tables and starting poles are for everyone to share. Leave some space around them.
- **Electric Aircraft:** There are two tables to the right of the flight line. These are the arming tables for plugging in the battery of your electric plane.
 1. Turn on your transmitter.
 2. Make sure the kill switch is set and throttle to minimum.
 3. Connect your battery. (Arming your aircraft)
 4. Check the direction of all control surfaces.
 5. Complete your Range Test. (*When doing a range test, walk 30 paces east or west and check for a solid link with your model – Never walk onto the field to do a range test*)
 6. Observe the wind and current circuit direction.
 7. You're ready to go! – have fun.
- **Internal Combustion (IC) Aircraft:**
 1. Fuel up.
 2. Carry the model to the Pits.
 3. Ensure your model is restrained – Your Instructor will explain this.
 4. Turn on your transmitter and complete your Range Test. (*When doing a range test, walk 30 paces east or west and check for a solid link with your model, no glitches*)
 5. Start your engine – be very aware of the spinning propeller.
 6. Check the direction of all control surfaces.
 7. Observe the wind and current circuit direction.
 8. You're ready to go! – have fun.
- If you have a larger aircraft, use the poles at the Western end of the Pits or the larger table at the Western end of the Pits. It is wise to ask another member to hold the plane while you start it and to restrain the plane at the entrance to the field while you walk to the flight line.
- Do not leave your plane on the tables in the Pits as other members also need to use the tables.
- If you are right behind the Pilots Box don't rev up your motor too much. It is very distracting to the pilots on the flight line. There is plenty of room in the Pits away from the Pilot Box.
- If you want to tune your motor, or run-in your motor, use the starting station 50m to the east, towards the Heli area. Members will get cranky with you if you rev up your motor in the pits area for too long!

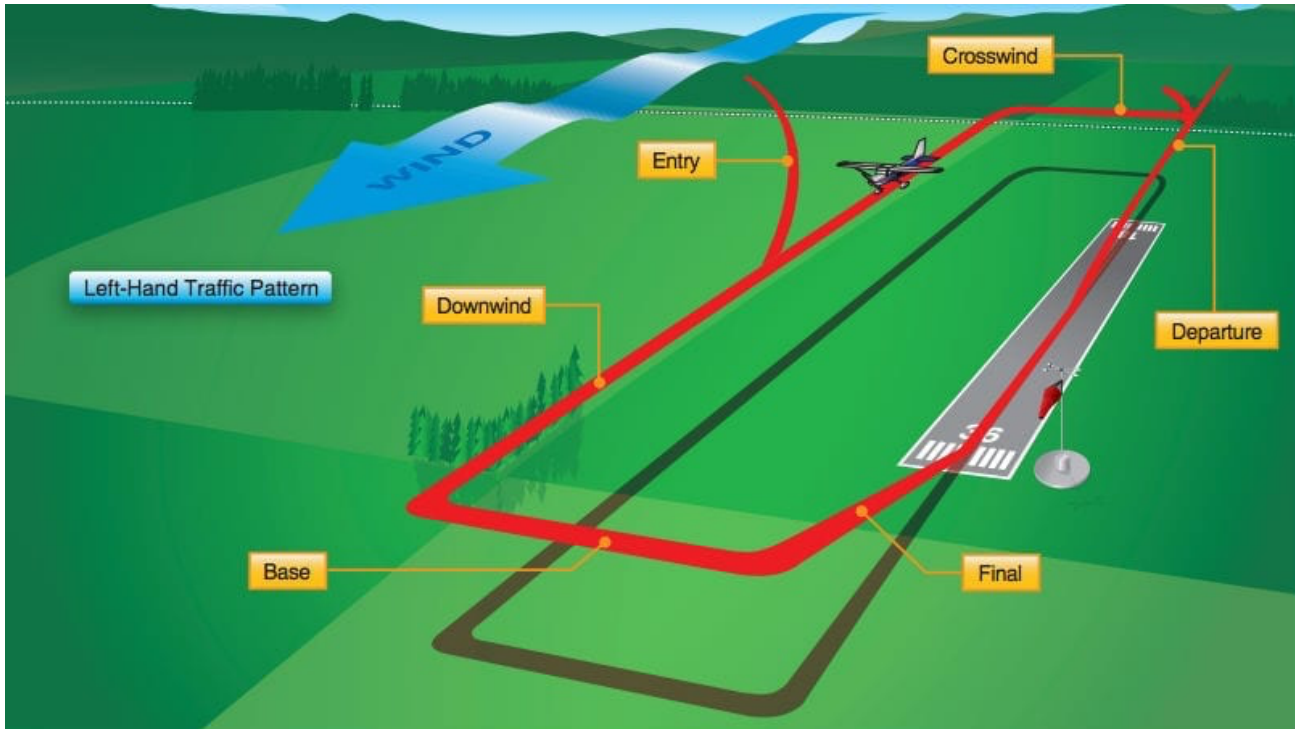
Getting ready to take off

- Take your plane to the entrance to the field (the opening to the right of the Pilots Box, or near the starting poles for larger planes).
- Please make sure you watch your model if the engine is running. Don't leave it on the field and walk to the Pilots Box it may roll forward and endanger another member or their model.
- If anyone else is flying, then call out: "OK to take off?" And wait for a "Yes" from the pilots. If one of them is landing they will say "landing", or some other reason and you must wait until they are ready. If they don't answer, ask again. Louder this time. Never take off without getting OK from the other pilots.
- There is a limit of five aircraft in the air at any time.
- If there are members in the pilot's box, then go to your position before taxiing out. Be careful not to block or bump the other pilots as you move into position. Tell them what you are doing as you go by.
- Once you are in position, ask the pilots which circuits they are flying. If the wind is from the East (ocean) then you normally take-off down the hill and do clockwise circuits. If the wind is from the West (carpark) take-off up the hill and do anti-clockwise circuits.
- All pilots must go the same way! If your first in the air, then you make the call.
- When you're flying alone then you can do whatever tricks and go in whatever direction you, please.
- There is some longer grass in front of the pilot box. This is 30 metres from the spectator area. You must always fly your plane on the other side of that grass. It must not be any closer than the other side of that long grass. And never fly over the Pilot Box, the Pits or the spectator area.
- If there is queue of people with planes ready to taxi out, then do not bring your plane back in through the gap beside the pilot box. Taxi to the sides of the fence and go get your plane from the side. This is particularly important on event days.
- A question of scale - smaller planes fly closer. If you have a small plane, then you must ensure that downwind leg is over the foliage or you may collide with a plane flying over the strip. Larger planes tend to fly further away. With a larger plane you must ensure your upwind leg is over the runway!
- 3D pilots must not hover when other pilots are flying circuits.
- Let the other pilots know if you are going out onto the field to get a plane. They may be waiting to land so collect your model as quickly as possible, get of the runway and tell the other pilots when you are clear.

Flying and Circuits - Explained

- If you are joining other pilots, you must establish the circuit direct before you take-off. Ask "What circuits are we doing?":
 - Right hand or Clockwise – Down the strip towards the ocean. (pilots will usually answer righties)
 - Left hand or Anti-clockwise – Up the strip towards the West. (pilots will usually answer lefties)
 - If the wind changes, then the pilots talk to each other to suggest and agree if they should change direction. All pilots must fly the same circuits and be careful not to hit each other.

- The diagram below shows Left Hand or Anti-clockwise circuits.



Share the air:

- We have Heli pilots, 3D pilots and regular planes. The aircraft flying circuits, helicopters, 3D pilots and drones don't mix very well. If you see a Heli guy waiting, it is because he is waiting for the pilots to finish before he has a go. Please let the Heli pilots have their turn. And then they will let the planes have a turn. Don't just start up your engine and walk to the flight line regardless of who is waiting.
- Some members have very expensive planes and will often wait until it is quiet before going up. It is good to ask if it is ok to join the pilot. If ok, then ask if its ok to take off.
- Hand launching is permitted from the taxi area, but you must be very careful of other pilots when you move back into the Flight Line. You will be watching your plane and not watching the other pilots. If you bump into them while moving then they will be annoyed, and will no doubt let you know! If there are other pilots at the Flight Line, then it's better to get into position and get someone else to launch your plane. If you're the only pilot, then you can launch and walk back to the Flight Line.
- Hand launches are not permitted from the Pits or Spectator Area.
- Pilots with older transmitters with long aerials must not hand launch and then walk into the flight line. That aerial is dangerous to the other pilots. Either wait till you're the only pilot or get someone to launch for you.

Feedback

We hope these guidelines will be helpful. If you have feedback or things, we have missed, please let the Registrar or one of the Instructors know. The most up to date Guideline can always be found on the club website. [Join our Club](#)

Always remember, your club has loads of members happy to help.
All you need to do is ask.

Cheers and Good Luck.
WRCS Committee