



KITSAP

Aircraft Radio Control Society



Proposed Field Safety Improvements

1. Lengthen the pilot station sides adjacent to the taxiways by three to five feet to eliminate potential wrap around of taxiing aircraft.
2. Remove the current arming table from within the taxiway area. Pilots congregate around the table and put their backs to the flying field. The arming table does not have restraints as talked about in the safety brief. Utilize the starting tables and club-provide removable mats to cover oily areas for electric use. The starting tables place the pilot farther from the flying area and a large percentage of time are facing the runway.
3. Move the pilots stations back to their original positions when the field had four runs of fabric. The pilot stations were moved twelve feet towards the runway when the runway was replaced. This will give more separation between the pilots and airborne aircraft. This is a far more dangerous area then the pits and setup area.
4. Install “No Smoking” signs on canopy posts facing the parking area.
5. Install the AMA safety code facing the parking area (this is an AMA requirement).
6. Place markers ten feet outside the pilot stations to indicate clearance for large aircraft taxiing and/or lengthen the pilot station outboard sides.
7. Place markers on the safety flight line where it is acceptable to turn east.
8. Develop drawing(s) for the main field and secondary field, including boundaries, safety lines, pilot stations, etc.
9. Add a sign on the frequency board stating “By placing your card here you are agreeing to follow all AMA and Marlin Little Field rules.
10. Evaluate barriers between the pits and the setup area (spectators), including taxiway stop barriers.
11. Evaluate membership training and participation requirements.
12. Place markers designating the “Secondary Flying Area”.