



Annual Flight Briefing 2025

ARCS Head Flying Instructor:

Greg Tinius

- **Operations**
- **LOA with FAA and Airport**
- **Club Rules**
- **Pre-flight Checklist**
- **Safety Inspections**
- **Flight Instruction and Instructors**



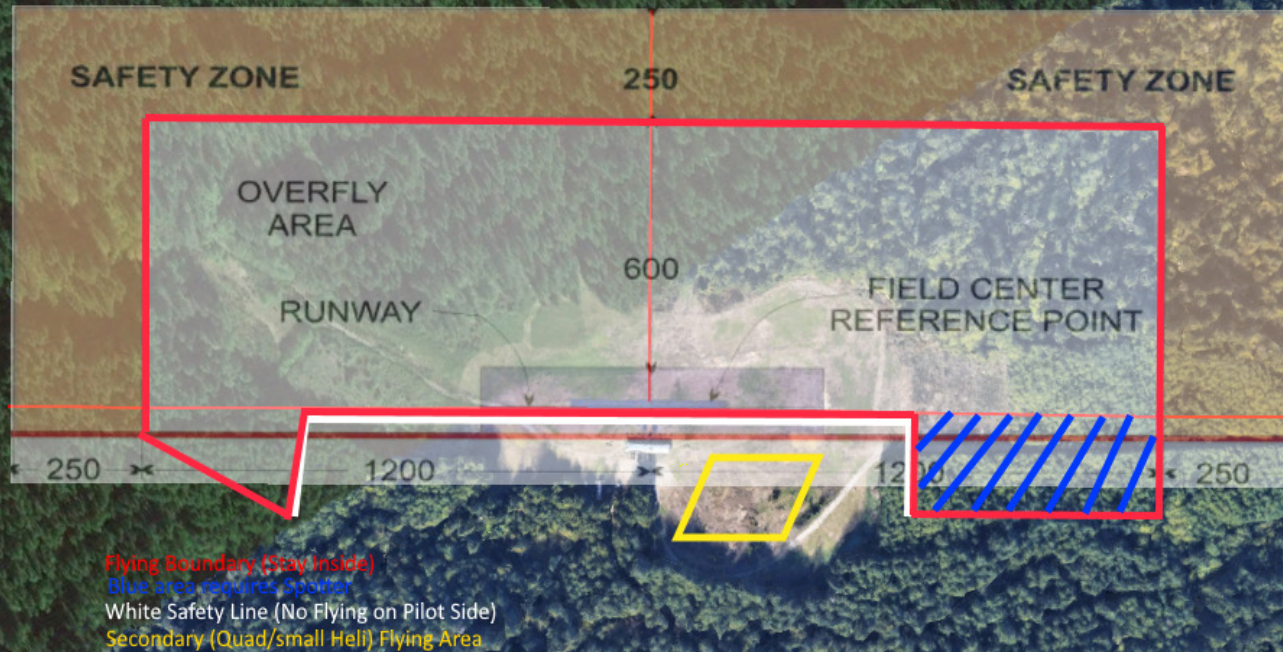
Little Field Operating Procedures 2025

Little Field is open to KARCS current members that have current AMA membership, and their guests.

Each member shall accompany and be responsible for his or her guests while at the Field. Encourage returning guests to join the club.

Little Field Flight Operations

“KARCS Flying Area with AMA Safety Buffer”.
Remember, our MAXIMUM ceiling is 400ft above the field.



1. Pilots shall restrict their flying to within the boundaries of the field, with exception of small model area off to the north side. NOTE: Maximum altitude is 400 feet!



Little Field Traffic Pattern



2. Any flying in the "Restricted Airspace" is strictly prohibited. Continued violations will result in loss of flying field privileges. (Restricted airspace is outside red field boundary on the previous slide.)



Little Field Flight Operations

- 3. 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)**
- 4. Fly with a buddy or spotter. It could save your life. (See Safety brief for required spotter use.) 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".**
- 5. All club members are responsible for ensuring that appropriate precautions/procedures are used during operation of their radio transmitters at the Field.**
- 6. The frequency board must be used at all times. See Pilot requirements of field rules. (Even 2.4 Ghz)**
- 7. Flying over personnel and vehicles (e.g. mowing, retrieving airplanes, etc.) on the flying field is prohibited.**
- 8. Overflow tanks must be used when refueling.**
- 9. All pilots flying aircraft with gasoline fueled engines shall provide and have near by, a fire extinguisher, during starting and operations. "This is mandatory". Failure to do so will result in grounding of the aircraft.**



Little Field Flight Operations

- 10. Never leave a plane unattended with the engine running or power system armed (throttle cut does not meet this requirement).**
- 11. Always announce your intentions to other pilots on the flight line when you are going to take-off, land, touch and go, low pass, retrieve a model, cross the runway or perform a dead stick landing. Make sure they acknowledge before continuing. Notify other pilots when the runway is clear again.**
- 12. Except for events, a maximum of four aircraft may be in the air at any one time using the main flying area, with the exception that additional pilots can be flying in the adjacent 3D/Heli/Quad areas.**
- 13. When two or more aircraft are in the air, unless otherwise agreed to by all airborne pilots, always fly the pattern (see picture) or make sure you are well clear of pattern fliers. The pattern direction is determined by the first pilot airborne but, if wind conditions dictate and it is agreed to by all airborne pilots, the direction can be changed. If taking off downwind, enter the correct pattern as soon as possible.**



Little Field Flight Operations

14. Unmanned Aircraft Systems (UAS) must always take off in the runway direction (no cross runway or taxiway takeoffs). Hand launches and FPV launches across runway away from the pits allowed with communication with pilots already airborne.

15. Except for takeoffs and landings, always fly on the far side of the runway fabric until well clear of the end of the runway. This includes low approaches. On takeoff, move to the far side of the fabric runway as soon as possible. When taking off, plan your takeoff to become airborne past the last manned flying station. This is especially important when flying a tail dragger with a crosswind.

16. Electric Powered aircraft.

A. Do NOT arm (Arm = applying power to an ESC connected to a motor that is directly connected to a propeller or fan unit.) under the canopy or work tables, a table has been provided on the canopy side of the Kiosk, This is for Electric Planes Only. No Dinosaur Burners on it... There are also cradles for electric use only or other restraint.

B. Spektrum Transmitters (DX-7s, 8, 9, 12, 18), as well as others, can be configured for throttle cut, this is a great feature, and should be used on ALL aircraft. However, this does NOT preclude using the arming table or aircraft holdbacks for arming though. See Safety Brief.



Little Field Flight Operations

17. Except for events, 3D type flying (hovering/slow flight) shall be conducted over the grass on the far side of the runway and aircraft proximity communicated with other pilots. Hovering over the fabric runway is not allowed unless for purposes of landing.

18. Fabric taxiways shall be utilized for departure and arrival of aircraft. Taxiing shall stop well before reaching the end of the fabric towards the pits. Larger aircraft can depart and arrive outside the ends of the outboard pilot stations and at a minimum of 10 ft. from the pilot stations .

19. All pilots flying aircraft with electric Li-Po battery powered systems shall provide and have nearby a sand bucket(s) during arming and operations. “This is mandatory”. Failure to do so will result in grounding of the aircraft. Post crash... Let other pilots know, beware of damaged Li-Po batteries, conduct a foreign object damage (FOD) walk-down to clear the runway of debris if applicable.

20. Except for Events, aircraft requiring a rolling takeoff will not become airborne until past the last attended pilot station. All flying must be conducted from within pilot stations.



Flight Instruction

Pre-flight Checklist

Has aircraft been Safety checked?

1. Ensure you are prepared. Sunglasses (if needed?), hat (if sunny??), alert, mentally prepared, hydrated.
2. Ensure the aircraft is prepared – wings secure, no loose parts, prop secure, battery(s) secure, no damage, check pushrods and clevises, check hinges, flight/transmitter battery charged and voltage checked – everything in working order.
3. AMA# and owner info on/in aircraft? This now includes FAA number.
4. CG checked!!!
5. Membership/AMA card on the flight board?
6. Arm electrics at the arming table or restraint benches.
7. Once armed, check flight control movement. Then check again! If using buddy box, check all functions with both transmitters – including throttle cut if programmed before launch.
8. Do a range check if new model or any mods since last check.
9. Check wind speed and direction.
10. Check for other traffic airborne, about to land, or about to takeoff.
11. Announce intention to taxi onto the runway and takeoff.
12. Plan for liftoff beyond last manned pilot station.



Safety Inspections

- Voluntary but recommended!
- Intended for new or rebuilt planes and helicopters.
- Any instructor or board member can perform.
- Even highly experienced modelers can miss something – another set of eyes is always good...



Flight Instructors

- Head Flight Instructor – Greg Tinius
- KC Patton
- Paul Fleming
- Terry Hubbard
- Chuck McGuire – Helicopters



Flight Instruction

- All new members must undergo a flight evaluation with an instructor and be signed off for solo prior to flying on their own.
- Greg T. can be reached via email on the KARCS website or @ rcgregt@gmail.com or at 360-874-0551.
- Other instructors available as needed or desired.
- Before a first time student pilot flies with an instructor, the instructor must brief the student on field safety, flight rules, flight control basics, and how to prepare the pilot and plane for flight – Pre-flight Checklist! (In Box on KIOSK)



Flight Operations

Questions?



Have Fun! Be Safe!!