

Flying at WARS

Flying at WARS is governed by rules to ensure that it is as safe as possible for all concerned.

Frequency control

You must insert your frequency key in the board before your transmitter is turned on for any reason. If a key is already in your spot you must find the person using that frequency and cooperate with them so that you can share that frequency. You should remove your key from the board when you have finished flying and you must not remove any other person's key from the board. Transmitters must be placed in the transmitter compound when not in use

The Pits.

The pits is the area where pilots put their planes and gear when they are waiting to fly. The area under the trees is the pits area and if there are lots of flyers present the area should extend sideways rather than extend towards the flying area. The pits is also the area non-members can be to watch what is going on.

Inserting the flight battery

The order of doing things is:

1. Turn on transmitter
2. Stand or kneel behind the plane
3. Connect the battery

Be prepared for the motor to leap into life even though this should not happen.

The order for disconnecting is the reverse:

1. Unconnect the battery
2. Turn transmitter off

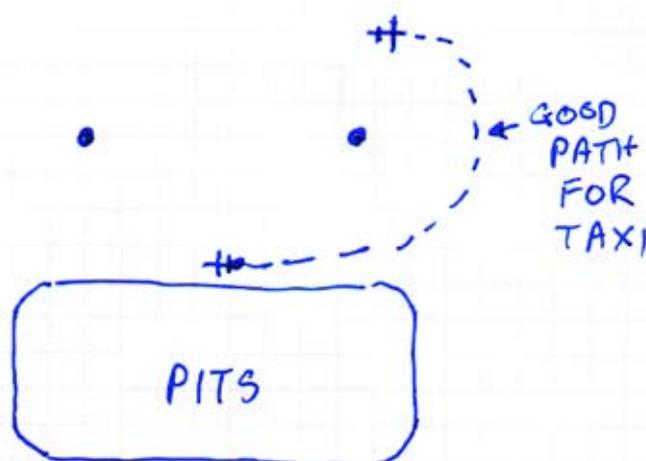
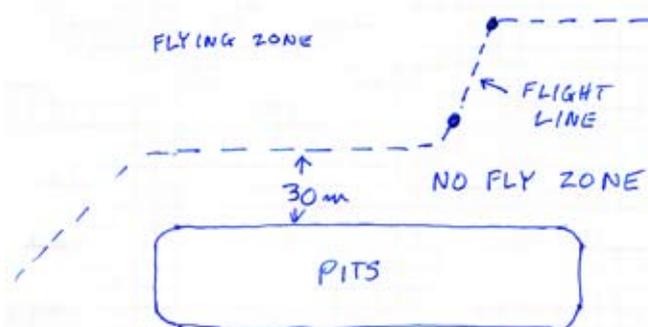
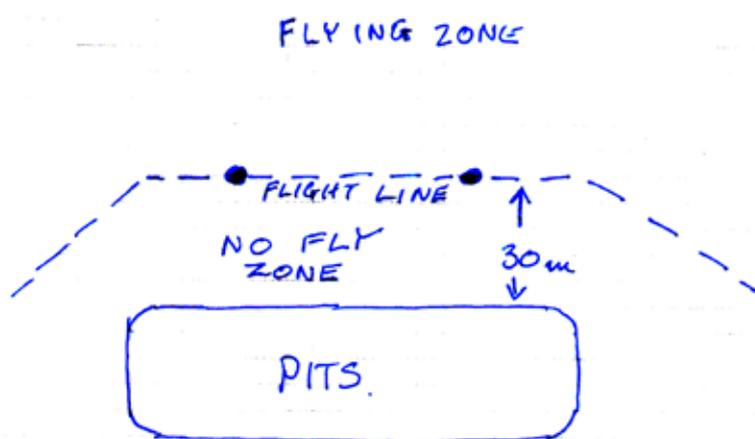
Whenever the flight battery is connected you should treat the model with care and be ready for the motor to start at any time even though this should not happen. Radio interference, equipment malfunction, or inadvertently knocking the throttle forward can all cause the motor to start unexpectedly.

The flight line

The flight line at WARS is marked by two red witches hats. You must stand between the witches hats when you are flying. You must not fly behind the flight line. The diagrams show what areas are no fly zones for the two most common arrangements of the flight line.

Taxi-ing

You must not taxi within the pits area because you will be too close to people and the possibility of accidents increases. If you want to you can taxi from where you land to a point near the pits using a path that does not point the model directly at the pits or people. From that point the model should be carried into the pits. In a similar way the model should be carried out of the pits and then taxied to the flying area when starting off. Generally this is much easier but you still should not point your model at people such as pilots standing in the flight line. In many situations you will carry your model between the pits and the launch point.



Launching

Launching or taking off should be done into the wind. You may stand behind your model when launching but after your model is flying you must move to the flight line. Alternatively you may place your model at the launching point, then move to the flight line, and then take off. There will be lots of occasions when the wind direction and strength make taking off more difficult. You must launch from a point where you will avoid flying over the no-fly zones or the pits. If you think that the flight line is in the wrong position for you to safely launch your model then you must consult with the other flyers and get the flight line changed. The position of the flight line is the responsibility of the flyers as a whole.

Flying over people

This must never be done, especially if the people are holding transmitters. It is well known that the chance of interference is increased dramatically if your model is closer to another transmitter than it is to your transmitter. It is also possible at WARS that people will appear on the field. In this case you must avoid flying over them by flying in areas that are well away from them. If this is impossible then you must land.

Flying when the frequency board and flight line are not present.

It is possible to fly at Yokine during the daylight hours of any day of the week. On many occasions this flying would be done without the frequency board present and no flight line set with witches hats. The group of flyers present at such times must cooperate to fly safely. You must check with all flyers present for frequency clashes and share the time with other pilots on your frequency. You must stand with the other pilots when flying, in a relatively tight group. In general you should be no further than three metres from your neighbouring pilot. You should only fly in front of the pilot group, not behind it. You must not fly over people, the pilot group, or over the pits. The diagram shows the general arrangement which is to be followed.

