



**TRI-AREA R/C FLYERS**  
**SAFETY TIPS**  
Revision of 3/23/2013

**AMA**  
**Chapter**  
**#4063**

*This is intended as a supplement to the Field Rules, with tips and suggestions intended to reduce accidents, downed or damaged planes, and to preserve our flying privileges at the field. This is aimed primarily at newer members, but it may be a good reminder for experienced flyers as well.*

**General**

1. Honestly assess the weather and your abilities upon arrival at the field. Remember, you don't have to fly if the conditions aren't good or if you don't feel ready. You can still do engine tests, range checks, or taxi practice.
2. Perform a proper preflight inspection before each flight (see attached checklist).
3. Make sure your batteries are sufficiently charged and that your engine is properly tuned (not too lean).
4. Keep a smooth gradual climb after takeoff (always into the wind), holding right rudder as necessary, until you reach a safe altitude for maneuvers.
5. Maintain altitude relative to your distance out such that if you lose power you'll be able to glide back to the field. That is, the farther out you are, the higher you should be.
6. When flying in wind, don't allow your plane to get too far downwind so that you can still glide back if you lose power.
7. When approaching for landing, set your throttle and trim for a smooth descent and keep your turns gentle and flat (low bank angle).
8. For any landing, but especially for off-field landings, landing into the wind with the wings level will impart the least amount of damage to the airplane.
9. When gliding in for a dead-stick landing, stretch your glide range by diving for speed, or raise nose slightly to slow down and lose extra altitude (but be careful not to stall!). And always announce "Dead Stick!"
10. Never point the transmitter antenna at the airplane, as the strongest radio signal is radiated perpendicular to the antenna.
11. If your airplane does get beyond normal range, holding the transmitter higher will increase your signal strength, as does flying at higher altitude.
12. If you're having trouble controlling the airplane for any reason, immediately reduce throttle. This will slow the airplane down, reduce the gyrations, give you more time to get it back under control, and reduce the impact (and damage) when it eventually returns to Earth.
13. When retrieving your plane from an off-field landing, be alert to obstacles and dangers in the field, such as deep mud, drainage ditches, electric fences, etc. Have another person accompany you if at all possible.