

Oily Hand Pilots Briefing Notes 2018

General

- Do not walk on the cultivation in the main paddock unless you have to retrieve a model. Go around where possible. It has recently been sown to lucerne and is struggling in the dry conditions.
- You can start flying at dawn.
- There are tagged Oily Hand Officials to help you out. Ask them if you are not sure and follow their directions.
- Only registered pilots on flying areas. Ask an official if you would like anyone who has not registered to accompany you.
- There are maps that show where the different areas and activities are.
- Park behind the 30m barriers all the way from the clubhouse to the machinery shed or along the fence on the eastern end of the strip. There are signs.
- No parking in F/F field or access lanes.
- Keep your dog on a leash, off the flying areas and at least 10 meters from food preparation areas. There is a tap behind the clubhouse to fill water bowls. Please remove all dog poop as it will affect the farm dogs' work ethic.

You can't fly here at these times

- Combat demonstration at lunchtime between 12 noon and 1pm on Saturday. No activities on the main strip during this time.
- Concours Judging. 1pm till 1:30pm Saturday. No flying C/L circles.
- Barnstormer flying on main strip after concours judging. Main strip closed for C/L flying from 1:30pm till 2:30pm. Only ROG along the strip at this time.
- SAMS Scramble and F/F Scramble 3:45 to 5:00pm Saturday. F/F field closed for general flying.
- Abomination Mass Launch 7:45 to 8:30 am Sunday on F/F field. No general flying
- Plank Racing on main C/L circle from 8:45am on Sunday. No flying allowed on main strip during plank race.
- Presentation at 12noon on Sunday. No flying at this time.

F/F

Flown off the lucerne paddock to the east of the flying field.

There will be markers showing where to start and launch models. The Officials may move them as the wind changes direction.

Yours and other flyers safety is your responsibility. Call heads if it looks like a problem.

Make sure models won't drift over parked cars, people or other flying activities. Keep an eye on the time so you don't miss lunch or any other activities you want to be at on the main field

C/L

Flown off the main strip from one of the two marked circles.

The circle in front of the Clubhouse will accommodate 60' lines. It has a cordoned off ready box beside it where lines are to be run out. Don't run lines elsewhere at this site or they may get trampled.

The circle at the western end of the main strip will accommodate 52' lines. Lines can be run out on the main strip area to the east of the circle.

Never walk across a C/L circle as a short cut.

A cord wrist restraint must be used at the handle for all models. The Officials will supply and help fix restraints if you don't have one.

Fabric lines are OK for models below 0.8cc. All other models use steel lines.

Connectors must be specifically designed for C/L. No key rings, fishing clips or swivels.

All equipment must be capable of standing a 10G pull test. An Official may ask to do a test if your gear looks a bit skanky.

All observers are to be at least 3 meters back whilst models are flying.

Only people directly involved in starting and launching the model are to be closer than 3 meters when models are being started and launched.

Safety of you and other participants is your responsibility. Make sure all your gear and models are in good order. Take your time and check all is clear before launching.

R/C Assist

Any R/C model that can be hand launched can be flown from either the R/C field or the F/F fields. Follow the rules for whichever area you are at.

R/C

Flown from the eastern end of the main strip.

Do not fly to the north of the strip. That is, don't fly behind yourself.

Do not fly over the C/L circles.

Do not fly over where F/F is being flown.

The map has the flying area marked on it.

Call out take off and landings.

Call out dead sticks or if you are having trouble with a model.

Use the 29MHz 36Mhz keyboard hanging on the gate into the paddock.

Try to land on the strip not in the crop. It is understood that this may be unavoidable depending on the wind and what other pilots are doing.

You are responsible for your and other people's safety. Make sure your gear is good, that you check your surroundings and don't put others at risk.

ABOVE ALL HAVE FUN