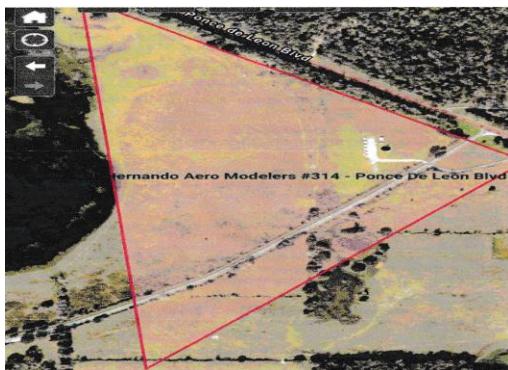




Field Safety Briefing

1. We all have personalities and egos - please check them at the gate. If you see someone making a mistake, please tell them in a nice way, we all make mistakes.
2. Today's flight pattern is racetrack overalls (Left to Right) or (Right to Left), the wind may change and thus change the pattern. Everyone flies in the same direction. Flight pattern should stay inside our regulated FRIA flying area. See back picture of the FRIA assigned area.



3. Per AMA guidance, no overhead flying and no intentional flying off the center line of the runway. While flying over the runway always fly parallel to the flight line and never towards the flight line.
4. Do your pre-flight checklist for throttle cut on, control surfaces check and CG.
5. **No aircraft is to be plugged into a battery while on the pilot tables. If you need to power up the aircraft for any kind of work or repairs using the pilot tables, Remove the propellers or blades.**
6. If you have a maiden or experimental flight inform everyone, so they have situational awareness. Ask for a spotter if needed.
7. If you are going on to the runway to place or retrieve a plane or for ANYTHING yell to the other pilots on flight line. Once off the field, let the pilots know. During this time there is no high speed or low passes. Make sure that you get acknowledgement for every field announcement.
8. SCREAM "SAFETY" or "EYES UP" or something very loud if a crash is imminent so that people are aware there is a problem and those not flying to look up. Look at the pilot to locate the plane.
9. If there is a crash on the field DO NOT proceed onto the field while others are flying, instead, wait until everyone has landed. Announce the location of the crash or if your plane can't taxi and is stuck on the field, so others don't crash into your crash.
10. When Taxing out, place your plane in the taxi opening in the fence, inform everyone you are taxiing and taking off. Make sure that you get an acknowledgement. All departures and arrivals should be as close as possible to the field center line and taxi back to the flight line after flight, taxi parallel to the flight line or towards the safety fences only, never towards an opening in the fence as a runaway plane would be headed inside the flight line.