

# CRCS Incident Log 2024

DATE	INCIDENT	ACTION	RESOLUTION	
07/05/24	An IC powered low wing sports scale model veered whilst on its take off run to the left into the pits line adjacent to the south side of runway 27. Although the pilot applied appropriate directional correction under full power. The model did not alter course and collided with a model in the pits damaging its starboard wing and fuselage underside. Prior to impact the throttle was cut to stop the motor. At the time there were calm conditions with only the lightest of air movement from the north. No club members were in the vicinity at the time, therefore there was no risk of personal injury.	As the model in question was damaged, no further attempts to fly were made.	<p>A revised position of the flight box nearer the midpoint of runway 27 is currently being trialled by members to determine the optimum location to mark out the flight boxes on the north and south sides.</p> <p>The new box position was approved by members at the 2024 GM. All agreed it was a safer position and would help keep flying models further away from the pits.</p> <p>The revised flight box positioning is now in operation and has been successful in the aim to effectively separate model take off and landings from the pits area.</p> <p>Action closed 14/07/25</p>	closed
29/06/24	The small electric powered balsa model drifted into the pits area on landing from the east end of runway 27. Pits were located on the south side. The model came to rest after striking the legs of a light camping chair. No persons were struck and no models on the line were damaged.	The pilot reported that he was having difficulty with the trimming of the model in flight and decided to land. As the model was damaged, no more flights were attempted on the day by the owner.	The member concerned, although of long experience with model flying, has been an occasional flyer of late and it may be lack of practice in control of his model contributed to the incident. It is recommended that supervision of the member is undertaken to ensure he can demonstrate proper ability to correctly trim and control his model in flight.	closed

			<p>The member has attended more frequently and the Safety Officer has acted as observer for several flights and can confirm he is fully capable with control of his model on take -off, in flight and landing.</p> <p>Closed 04/09/24"</p>	
04/09/24	<p>A vintage style 3 channel model taking off directly into northerly breeze from the south side of runway 027 veered to the left and went south contacting a model located in the pits. The pilot was in error trying to steer the model on the "conventional" left "rudder" stick before correcting to the right "aileron" stick. Although the throttle (I.C. powered) was shut, the plane collided with the model in the pits causing slight scratch damage to the starboard tailplane. It was apparent that the starboard wing which has a marked dihedral was caught by the prevailing breeze which tipped the model to the left causing a change of direction towards the pits. The take off was conducted from the "new" pilot box location.</p>	<p>Subsequent take off procedures with this vintage model were undertaken further away from the pits area and the pilot was careful to use the correct stick to steer the model. No further problems occurred during several additional flights.</p>	<p>Vintage style 3 channel models have a tendency to pirouette due to the forward location of the wheels and the marked dihedral is prone to adverse wind effects whilst take off is underway. Pilots of these types of model need to place them further away from the normal positions used by aileron controlled models prior to take off.</p> <p>Pilots of "vintage" models to be briefed on the need to ensure correct control procedures for take off</p> <p>Update 10/07/25 Operators of vintage style 3 channel models from the revised positioning of the "Pilots Box" have been successful following briefings to individuals flying these. To date no further incidents relating to ground handling prior to take -off and landing have occurred. Incident now closed.</p>	closed

**Notes:**

Six Safety Incidents recorded in 2023. Three recorded in 2024, shows improvement in overall safety by all flyers to date. All members continually ensure the following issues are implemented prior to flight.

1. Ensure all models are correctly bound to the transmitter and the control surfaces are correctly configured and aligned prior to flight to ensure minimal trimming is required.
2. When two or more (maximum of four) members are flying, they must maintain communication to ensure all are aware of manoeuvres being undertaken.
3. Observers to visually scan the roads and sky above and behind the flightline for passing pedestrians, cyclists, vehicles and gliders and clearly inform pilots as required.
4. All pilots familiarise with CRCS Airfield and Safety Rules and designated Flying Areas.