

AURORA MODEL AIRCRAFT CLUB RULES OF SAFETY & CONDUCT

May 2, 2005

The Aurora Model Aircraft Club (Club) exists solely for the enjoyment of model aviation. We have established the Following Rules to ensure the following:

- . **Safety:** We create a safe environment by having all members follow specific procedures.
- . **Etiquette:** By considering others, all members enjoy flying together.
- . **Field Use:** By considering the owners of the fields, we may continue to fly there.

Our Club is chartered under the Model Aeronautics Association of Canada (MAAC), which provides liability insurance coverage for all members and field owners. To be eligible for this insurance, all members must know and follow the **MAAC Safety Code**.

The insurance deductible is \$2500, members pay \$500 and MAAC pays the balance. If you should have an **accident** causing property damage, send a cheque payable to MAAC for \$500 along with your claim form. In the case of personal injury, there is no deductible. Do what is necessary to help the injured person. Do not claim responsibility. Do not discuss the accident. Get the names of witnesses, especially other modelers who are classed as expert witnesses. Submit a report to MAAC immediately. You must inform the board of directors who will provide an accident claim form.

These Rules of Conduct have been written with R/C general sport aircraft in mind. Fliers in other disciplines must comply with the rules as appropriate to that discipline. In the event of a conflict, these rules shall stand. These rules supersede all previous rules.

Club members are responsible to point out any infractions they observe to the offending flyer. Difficult cases or observations of repeated and flagrant infractions should be reported to a club instructor or a member of the club board of directors for corrective action.

For a special event, one or more of these rules may be waived by the Club at a meeting or by a majority of the board of directors. The event director must ensure that the normal safety practices applicable to the type of event are followed.

RULES

1. Members may fly only between 8:00 AM and 9:00 PM. **(as per lease agreement)**
2. Obnoxious behaviour and foul language are not permitted. **(as per lease agreement)**
3. Smoking and alcohol are not permitted anywhere on the property. **(as per lease agreement)**
4. Vehicles may be brought to the edge of the pit area for a brief period only to load or unload your gear. All vehicles must be parked in the parking area or if the parking area is full, in the field beyond the entrance fence.
5. A transmitters must not be turned on unless a pin has been placed at the appropriate place on the frequency board. The pin should cover only one position and be labeled with the flyer's name and channel number. It is the flyer's responsibility to remove the pin from the board when not flying or using the transmitter.
6. Wide band radio equipment on 72 MHz may not be used at Club fields.
7. Mobile phones have been known to cause R/C malfunction and are not permitted at the pilot stations.
8. A piece of carpeting must be placed under the engine and fuel system area of each aircraft to soak up fuel spillage while fuelling or running the engine. The carpet should be a minimum of 2 ft. x 3 ft. in size, or larger as appropriate for larger aircraft.
9. Engines larger than .09 cid must be equipped with an effective muffler. All engines must not exceed MAAC noise levels as follows: All engines must not exceed a noise level of 90 dB. The noise level is defined as the average of four readings (front, rear, left and right) measured with "A" weighting, 3 ft. (1 m) above the ground and a distance of 10 ft. (3 m) from the model.
10. All aircraft in the pits must be restrained while the engine is running or being started.
11. Rotating propellers are dangerous. Before starting the engine, move field boxes, fuelling lines, starter cables, etc. well away from the arc of the propeller. Make sure the carpet cannot lift from the ground and strike the propeller. Warn others not to stand in the line of the propeller and be sure that the propeller blast is not going to affect any model or equipment parked beside you. If you need to run an engine for an extended period, please take it to a remote location.

12. The primary pilot station is positioned to establish the minimum distances required by MAAC. The flight line is positioned 7m (23 feet) past the primary pilot station usually parallel to the wind direction. Up to 3 additional pilot station fences should be set up with 20 foot spacing, on either side of the primary pilot station, parallel to the flight line. The pits should be set up along the edge of the field roughly parallel to the flight line.
13. Taxiing is not permitted behind pilot stations.
14. All flying is done from a pilot station. You may enter the runway during takeoff or landing, but you must return to your pilot station immediately after the manoeuvre is complete.
15. Please loudly announce your intentions (take off, landing, entering the field, etc.) to other flyers.
Other flyers should acknowledge your announcement.
16. Takeoffs and landings are normally made upwind, parallel to the flight line, and the initial turn after takeoff must be away from the flight line. Aircraft in flight must be kept ahead of the flight line at all times.
17. Flying over no fly zones is not permitted. No fly zones include the pit area, parking area, public roads and over or near houses or other buildings.
18. If this is the maiden flight of your aircraft or the first flight after a major repair, please warn other flyers, who should give the maiden flight clear airspace.
19. Flying in a reckless or hazardous manner, or flying with equipment known to be faulty is not permitted.
20. A student flyer must fly with a Club instructor by his/her side until he/she is competent and awarded wings. All pilots should fly within their own ability, and get help if they are in doubt.
21. On student night, the club field is reserved from 6 PM on for students and instructors. Priorities of radio frequencies and of flight line positions are given to student pilots.
22. Visitors should be made to feel welcome but should be reminded to keep their children or pets under control and clear of aircraft while at the field. A club instructor may give introductory flights to visitors as part of promotion of the hobby, the club and the MAAC.
23. A member may bring a guest who may fly in the presence of the member, in turn with the member. The guest flyer must be able to show proof of MAAC or AMA (Academy of Model Aeronautics) membership. The host member shall be held responsible to ensure the competence of the guest and that the field rules are maintained. The number of visits by a guest shall be limited to three.
24. Trash must not be left on the field. Please pick up your own and any other trash you may find and take it home. Even the smallest pieces of trash (rubber bands, prop blades, etc.) should not be left on the ground.
25. All members must display a copy of their current MAAC and Club membership cards while at the field.
26. No **model rockets** may be launched at AMAC field. (An R/C glider with a rocket engine will not be considered a **model rocket**).

**Our Goal is to insure that all in attendance have a good time
and practice a safety first approach to flying.**

Aurora Model Aircraft Clubs Rules for Indoor flying

May2, 2005

- 1) All pilots in attendance are to be Members of the Aurora Model Aircraft club. All Guests are to be accompanied by a member. Guests are permitted one visit before being required to join.
- 2) All pilots are to peg on the frequency board, before turning on their transmitters.
- 3) All pilots are to have current and valid Maac insurance.
- 4) Pilots stations are only allowed on the side of the Gym that contains the Stands
- 5) Pilots should try and avoid flying directly over the stands (Which double as pits)
- 6) All Pilots are to announce when they are going to retrieve an aircraft from the Gym floor. At times like this, it is requested that pilots with planes in the air, fly as close to the ceiling as possible, or announce that they are going to land. In this instance the pilot with the downed aircraft will wait until the other pilot lands.
- 7) On evenings were there are more than 8 pilots in attendance, the evenings convener may put a limit on the number of planes in the air at one time. This request might also be made if a member is testing a new aircraft or wanting to fly a very fragile plane.
- 8) Eye protection shall be worn by pilots while flying.

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