



This document contains safety rules and forms part of the Model Aeronautics Association of Canada (MAAC) Safety Code for all activities described herein. Ensure that you have the latest version always check the MAAC [Web Site](#).

1.0 Title: MSD 15 - R/C Climb and Glide Categories.

2.0 Purpose: To explain aspects of the MAAC Safety Code and how they apply to R/C Climb and Glide Categories.

3.0 Definitions [Glossary of Terms](#).

4.0 Discussion / Background.

4.1 The Climb-and Glide R/C categories include such disciplines as powered sailplanes, Old Timer and Antique (SAM) aircraft, thermal duration sailplanes (winch or rubber launched, hand towed and hand launched), slope-flown sailplanes, aero-towed sailplanes, etc. Normally climb-and-glide aircraft are launched and flown immediately to high altitude, then soared with view to prolonging the flight using thermal activity in the atmosphere. The aircraft usually are incapable of taxiing to a runway area, and normally are both prepared for flight and launched into wind from one point on a field (chosen on the basis of field geometry, wind direction, etc.). The position of the pilot often changes during the course of the flight. (The usual concepts of a “runway”; “flight - line”, and “fixed pilot stations” are not applicable. There may or may not be a designated “pit” area.)

5.0 Required Action.

5.1 “No-fly zones” shall be established as appropriate to each specific field where the aircraft are being flown for sport or competition. No low flying shall be allowed above these zones. The no-fly zones shall always include the pit and parking areas, but can also include a launch or takeoff area, neighbouring buildings, private homes or properties, or any other sensitive areas specific to the field and its environs.

5.2 **Designated takeoff and landing areas** shall be established at least 30 metres away from parked vehicles.

5.3 **Launch Line:** Where multiple aircraft are being launched simultaneously or at close time intervals, aircraft are launched directly into wind from a launching line (“starting” line) perpendicular to the wind direction and wide enough to accommodate the number of aircraft being prepared for launch. During or immediately after climb-out, the pilot shall move back or away from the line of takeoff to continue the flight.

- 5.4 Takeoff Area:** Where single sequential takeoffs and landings share the same area, common in flight operations such as aero-tow of sailplanes and in many types and situations of powered sailplanes and Old Timer (SAM) types, the pilot and helper(s) shall remain at the launching position only long enough to climb to a safe altitude, then move to a position clear of the takeoff/landing area for the remainder of the flight.
- 5.5** When using the same area for takeoffs and landing, unless specific rules for a contest or discipline dictate otherwise, the landing aircraft shall be given right-of-way.
- 5.6** Aircraft must **not** be launched unless the area directly ahead of and to either side of the launch path is clear of people, equipment and other obstructions.
- 5.7** Engine-powered aircraft when being started must be restrained until launched. Motor-powered aircraft must be restrained at **all times** that they are in an armed and ready state, up to the point of launch.
- 5.8** Flight at high altitude may take place in any clear and safe area of the sky. Landing must be done in a designated landing area.
- 5.9** The maximum number of aircraft in the air at any one time shall be determined, and modified as required, based on the characteristics of the Climb-and-Glide disciplines being flown, the skill of the pilots, and the prevailing atmospheric conditions.
- 5.10** When Climb-and-Glide aircraft are being flown for sport at low altitude and in conjunction with General Category aircraft, they shall conform as best they can to the rules for the venue and for that type of aircraft.
- 6.0 History of Revisions.**
- a. Approved by the BOD, (March 24, 2013)
 - b. Version 2, Revised by the BOD, (January 16 2014)

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