



## PROPNUTS R/C FLYING CLUB

# FIELD & SAFETY GUIDELINES

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**The MAAC Safety Code is to be followed. Our insurance coverage depends on it.**

The field set up is according to MAAC guidelines with the flight stations, pit area and parking/spectator areas maintaining at least the minimum suggested distances from the flightline. Therefore please park in the designated areas. Spectators should not be near the flight stations but rather in the pit areas or further from the runway.

**Transmitters** used are mostly 2.4 GHz so no frequency board is used at the field. When using another frequency, be sure it is clear and other pilots know what one you are using. MAAC frequency guidelines apply.

### **Radio Range Check**

Radio equipment range checks using the manufacturer's recommendations shall be performed at the start of every flying session.

### **Restricted Areas**

No flying is to be behind the flightline/runway. Warn others if such an unintentional flight path occurs.

Try to stay within the boundaries of our ~~city owned~~ property. ~~Flying over the gravel pit to the east and the road or beyond to the west is to be avoided. The gravel pit operator is to be notified when an aircraft goes down on their property before any retrieval takes place. We have been warned. Their phone is 604-835-3117. They will recover the plane for you.~~

### **Engine Sound Level**

Due to possible field noise complaints, please do your best to reduce engine noise. Our tenure at this field depends on it.  
All engine noise must be 92dB or less at full throttle when tested on the test stand at 3 meters.  
All fuel using aircraft must be certified as having passed, and the airframe details logged before being allowed to fly.

### **Novice Pilots and Wings Program**

Only pilots certified under our wings program and not on probation are allowed to fly without the assistance of a club instructor.  
Experienced pilots do not need their wings certification unless asked to do so by a club executive member. Larry Rousselle and Jim Amusch are the club instructors.

### **Helicopters**

Helicopter pilots must alert anyone present to be aware that a helicopter is about to operate. Take-offs and landings are to be made well away for the pit area where members may be present and not paying attention to your flying. A reasonable distance is 20 meters downwind on the runway from the nearest Flight Station for all but micro (under 400 size) helicopters. The permission of others present must be obtained to fly *as no other aircraft may fly while a helicopter is operating*. A spotter is mandatory if others are present and strongly recommended in any case, in order for any warnings to be given. Since we do not have a helicopter instructor or expert, there is to be no helicopter operation if spectators are at the field until an executive member agrees you may do so. It is suggested that the Blades training program on the MAAC site be utilized and that you keep a log of your progress. Your temporary flight station can be near where you are flying but the model is best kept downwind from you and kept low as discussed in the Blades program.

### **Pit Area**

Only pilots and a maximum of 1 spotter (assistant) per pilot will be allowed in the pit area. It is the member's responsibility to properly instruct their spotter on the safety hazards associated with the operation of model aircraft.  
Spectators are not to be in the pit area and all operations are to cease if spectators enter the area. Stay away from the area in front of and beside a spinning prop.

### **Multiple Planes Flying**

In order to minimize the possibility of mid-air collisions, a maximum of 4 planes may be airborne at a time. All planes should generally go in one direction, either clockwise or counter clockwise. If 3-D maneuvers are to be attempted they will be announced to the other pilots due to their added slow speed hazard and not attempted over the flightline. Slow flying electric aircraft should not be flown at the same time as faster planes (and vice versa) unless permission is granted by the primary (already airborne) pilot. Safe spacing should be maintained. (I.e. advise other pilots of your intent to do acrobatics so the spacing can be increased.)

### **Takeoffs and Landings**

Tell other pilots when taking off or landing. When landing, 'dead sticks' take precedence, and should be announced by calling 'dead stick'. When going onto the runway to retrieve a plane call 'on runway' and wait for the 'ok' to go from all pilots and call 'runway clear' when off the runway. If possible, take off in a position upwind of the pilot stations to avoid out of control planes (nearly) hitting the pilot's station area.

### **Pilot Stations**

Pilots (and spotters) must stand at the pilot stations when flying. If a pilot chooses to stand behind the aircraft on takeoff he must move to a pilot station immediately after takeoff. The pilot station fences must be used.

Do not fly too close to the flight stations. Although the 'runway' starts very close to the flight stations, the flightline must be a minimum of 7 meters from the flight stations so ***flight and take off/landing roll shall stay at least 7 meters in front of the flight stations***. That is about 1/3 of the way onto the runway from the flight stations. In other words the near part of the runway (5meters approx) is for taxiing only.

### **Fire Hazards**

During the summer months the field and surrounding area is a high fire risk area and care must be taken to help prevent fires. Smokers please take proper care and bring an ash tray that you can take home with you. Please do not smoking in the pit area (MAAC Safety Guideline). Take any garbage home with you. Nothing is to be left at the field.

### **Emergency Contact**

The availability of a cell phone is highly recommended while at the field. **If non- emergency assistance is needed try calling Larry at 604-744-1665.**

**The usual 911 call for emergencies.**

The address of our field is ~~2146 Lefevre Rd. Abbotsford.~~ 34777 CLAYBURN RD, (OWNER)

JOHN FOOKS (OWNER) - FLYING LOCATION: TOWNSHIP LINE RD.  
JUST EAST OF BELL RD,

Updated Nov.1 2016 (LR)

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