

## **Oakalla Hawks RC Model Glider Club**

### **Safety Rules**

(Revised, Jan 2022)

1. All flyers must have current MAAC and, when flying at Deer Lake Park, must also hold a current Burnaby Model Aircraft Allotment.
2. All flyers must have passed MAAC Wings Level "A" by June 30, 2010 in order to fly solo at Deer Lake park, otherwise they must be spotted/accompanied by a Wings Level "A" or higher while flying a plane. The spotter is not to fly while the non-"A" wings pilot is flying.
3. The MAAC safety code shall be complied with while flying at Deer Lake Park.
4. Flying outside the park boundaries is not permitted
5. Frequency control shall be maintained and a frequency control board shall be used at all times for pilots flying on any frequency except 2.4 Ghz. Every pilot must have a pin on the board before turning on their radio.
6. All flyers are to complete a successful radio equipment ground range check and check all airplane control surfaces for correct travel, direction of travel and for looseness, prior to commencing the day's activities or when changing receivers/aircraft.
7. A safety zone is defined for the West field as well as for the gravel road to the East of it. The safety zone extends from the roadside ditch 25 meters into the field for the full width of the field. Active winches and launching equipment shall be placed outside this safety zone. Automobiles shall not be parked in this safety zone. Spectators shall be encouraged to keep off the field unless under the supervision of club members who shall keep the spectators a safe distance from launching equipment. Launching shall cease any time a member of the public refuses to comply with this ruling.
- 8.. Low-level aerobatics near the Safety Zone are forbidden and "buzzing" of spectators will be grounds for expulsion from the Club.
9. After launching, aircraft must immediately clear the launching area.
10. Aircraft being launched, while attached to the launching equipment, have right of way over aircraft in flight.

11. Only unpowered gliders, electric powered “climb and glide” or electric powered aircraft used as glider tugs shall be flown at Deer Lake Park. 12. Winches must be fitted with cut-off switches on the high-tension lead, i.e. between the solenoid and the motor.

13. The narrow field at Deer Lake Park dictates that only one launch system shall be used. The winch will take precedence over a high start even if a high start was in use prior to the winch equipment arriving. Assistance will be given to anyone unfamiliar with and wishing to use the winch.

FPV:

14. All members flying FPV shall appoint a dedicated Spotter/Helper who must remain next to the pilot throughout the entire flight.

15. The spotter/helper shall, unaided by any optical device other than corrective lenses, maintain direct visual contact with the model aircraft at all times and must advise the FPV pilot of the model’s position and altitude in relation to the field and other models. This rule is necessary to satisfy Canadian Air Regulations requiring continuous visual line of sight control of an R/C model aircraft and must never be broken.

16. The spotter/helper must have their Wings “A” designation and be capable of taking control of the model in any emergency and flying it by conventional R/C line of sight control until such time as the emergency is resolved or if necessary safely landing it.

17. The spotter/helper does not have to be FPV qualified.

18. All Members learning FPV flight must do so utilizing the Buddy-Box system where the spotter/helper holds the master transmitter and the FPV pilot holds the secondary or trainer box.

19. If and when the FPV pilot reaches a stage where he or she feels competent enough to eliminate the Buddy-Box he or she must pass a Wings “FPV” flight test with a designated examiner(s) before doing so.

20. The designated flight test examiner(s) does not have to be FPV qualified.

21. Once having passed the FPV test a member may fly the model using FPV from the master transmitter and without a Buddy-Box connected but the spotter/helper must still be present at all times to satisfy Air Regulations.

22. All models to be flown using an FPV must first be proven airworthy by a test flight or series of test flights using conventional R/C line of sight control. In the event of a crash resulting in damage to the model it must be re-tested by conventional R/C line of sight control before further FPV flight.

23. Only true gliders or sailplanes may be flown and they must be flown in a climb and glide fashion with the primary emphasis on soaring or thermalling.

24. When FPV is installed in the model for the first time the first flight shall be conducted by the spotter/helper using conventional R/C line of sight control with the pilot verify the video signal is clear and stable the entire flight.

25. FPV flights must conform to the same right away rules as non-FPV flights.

26. All members flying FPV should be licensed according to Industry Canada regulations for use of these frequencies or be flying only when another MAAC member, who is licensed is present at the same location and assumes responsibility over the operation of the FPV transmitter.

27. Only the following video transmission frequencies may be used at Deer Lake Park: 910, 1280, 5740, 5760, 5780, 5800, 5820, 5840, 5860 MHz. The 2.4 GHz frequencies may not be used due to potential conflict with the 2.4 GHz R/C transmitters.

28. FPV pilots must pin the frequency control board with their video transmission frequency before their flights.

29. As it should be much easier when flying first person to determine an aircrafts position relative to the ground rule number 4 above regarding staying within the park boundaries will be strongly enforced for FPV pilots. Any FPV pilot found flying outside the park boundaries will lose their membership in the club.

#### Driving in Deer Lake Park:

1. The speed limit in the park is the lower of 10 km/h or whatever speed raises no dust. In August that will be about 5 km/h.

2. Pedestrians and cyclists have the right of way on the Park roadways and parking lots. Use extreme caution when passing them. Always yield the right of way and if they will not give way you must stop or slow down until it is safe to proceed.

3. Leave the Royal Oak parking lot gate in whatever state you find it. If it is locked, lock it behind you. If it is unlocked, leave it unlocked. If it is locked open, leave it locked open. If it is unlocked or locked open when you go in, ensure you have your key with you because it may be locked before you leave.

**IMPORTANT:** It is the responsibility of each club member to ensure that the above rules are complied with at all times; denial of MAAC Liability Insurance and dismissal from the club are possible if the MAAC Safety Code and Regulations, which include the above rules, are not followed.