

SCRCMC Members Accountability and Responsibility at the Field

By becoming a member of SCRCMC you have agreed to hold yourself, other flyers and non-flyers accountable to the field rules. Each member is expected to handle field safety in a professional and respectful manner. It is the responsibility of each member to remind fellow modellers of the rules we have all agreed to follow, as such an occasion arises.

Confrontation, aggressive behaviour or the use of profanity at the field, or at any SCRCMC meeting, will not be accepted and may result in suspension of flying privileges. If a club member repeatedly and deliberately violates club safety rules, please document and inform the executive. Anonymous complaints will not be accepted or reviewed.

Guests:

- All members and flying guests must have a valid MAAC membership to fly. It is the responsibility of the host member to ensure their guest is familiar with field rules.
- Guests are not allowed to fly unless the host member is present at the field and must stop flying in conjunction with the host member's departure.
- On arrival members will enter the guest's name in our visitor guest book along with their current MAAC number.
- Guests can only fly a maximum of 3 times a year plus they can attend our open fun fly events.

The Gate and driving into the field:

- The gate combination number is not to be shared with guests or non-members of the club.
- If you are the first to open our locked gate, please scramble the tumbler numbers after opening.
- Maximum speed is 30 km/hr when within ½ mile (1 km) of the farmer's homestead/grain bins.
- Never drive off the road allowance to avoid puddles or retrieve downed aircraft. If the road is muddy and you are leaving ruts in the road, please turn around and come back another day.
- The gate is to be locked when you are the last to leave (even if campers are present). Do not bypass any other locks when securing the gate, i.e. daisy chain the locks so any lock subsequently opened, can gain access to the field.

Smoking and Pets:

- Smoking is only allowed in the parking lot or in your vehicle. If fire ban is in place, you are only allowed to smoke in your vehicle.
- Please ensure your pets are leashed at all times when not in your vehicle. Pets are not allowed to roam freely at the field.

Insurance:

- Our field is specifically designed and insured with MAAC for radio control aviation activity. We do not have the proper layout for R/C cars or other land vehicles. Driving these anywhere on the club property is not insured by MAAC.
- Overnight camping is allowed with prior Executive approval, however the campers must understand that, outside of a sanctioned MAAC event, personal items (vehicles, trailers, campers etc.) residing overnight, or longer, may not have MAAC insurance compensation should a radio controlled model accidentally crash into their personal property.

Minimum Flight Requirements:

- All flying and flight operations shall follow the latest version of the club rules and all MAAC safety code documents (SCD) available online from the MAAC website. Hard copies of these documents shall not be used as they may be out of date.

Flight Line:

- No member shall operate a model aircraft under the influence of drugs, alcohol or any other substance that impairs their ability to fly.
- Flying from 8:00 am is now allowed only for those electrics flying up to a limit of 8000 rpm. EDF (Electric Ducted Fan) or noisy electrics shall be permitted to fly after 9:00 am only. All aircraft are allowed to fly after 9:00 am.
- The assembly tables and surrounding area by the parking lot are open to the public. They are NOT to be used for fuelling, starting, testing, running of engines, arming and/or disarming of electric models.
- Starting of glow engines and arming or disarming of electrics is allowed only when properly restrained, either on the ground or on starting tables in the pit area directly behind the pilot stations.
- Starting of large gas engines is allowed only in the provided area North of the pilot stations, using the provided restraining posts.
- There are two runways – NW/SE and N/S. Only one active runway shall be in operation at any one time. The runways are color coded at the pilot stations. All pilots must stand in and fly from the **same color zone**. This is determined by any pilot that is already flying.
- Please announce your intentions, i.e. taxiing on the field, taking off to the South East, landing from the North West, dead stick, walking on the field, etc. Communication is critical; therefore all pilots should stand in the same flying zone. If there are enough aircraft flying to make communication a problem, a 'spotter' is required to communicate your intentions to other pilots in a timely manner.

- The runway is for takeoff and landing only. All other flying should be 100+ feet or 30+ metres on the far side of the pilot safety fence.
- Avoid 'ripping' your prop and please use an adequate muffler system.
- The maximum noise level generated from our field will measure no more than 65 dBA at the closest neighbour. To meet this requirement, all models, while in flight, will be required not to exceed 98 dBA when measured at any point along the baseline through the pilot stations.
- Flying **OVER THE PITS** or **BEHIND THE FLIGHT LINE** is strictly prohibited and can result in the suspension of flying privileges.
- In the event that the Municipal District of Rocky View issues a Fire Ban for the county, all aircraft driven by turbine motors will remain grounded while the Fire Ban remains in effect.

SCRCMC Guidelines to Supplement MAAC Turbine Operations Safety Guidelines:

- Jet pilots new to the field and/or new to jets should familiarize themselves with the MAAC Turbine Operations Safety Guidelines, SCRCMC field rules, guidelines and no fly zones.
- Fire ban status of East Rockview County shall be checked prior to a flying session. There will be no turbine flying if there is a fire ban. The information is available via smart phone or computer.
- A spotter is required during flight operations. It is essential for the pilot to brief the spotter-helper in normal and emergency procedures during start, taxi, flight, landing and shutdown.
- Pilot supplied CO2 based fire extinguisher and leaf blower must be placed in pit #1 and in reach of pilot and spotter/helper. The operation of each shall be reviewed as part of flight pre-check.
- A jet blast deflector is folded up and stored in the grandstand. Set up the jet blast deflector in pit#1 with metal surface over the steel plate facing NE or SW bearing in mind that start and shutdown should be used into the wind to assist cooling of jet turbine.
- If there is more than one turbine jet operating, pilots shall share pit#1 and jet blast deflector for engine starting.
- Spectators and other pilots should be clear of the tail pipe and turbine rotational axis prior to starting and shall be made aware that a start is about to commence.
- Wheel brakes shall be set on before start in addition to pilot and helper (or suitable securely affixed to the ground restraining device) restraining the aircraft during start-up.

- Complete full power and calibration runs while still in front of jet blast deflector. Complete control check prior to taxi.
- When ready to taxi, manually push aircraft away from pits and up to the flight line so as not to blast the parking area and the rest of the pits. Operate to minimize grass scorching.
- Disconnect taxi tank and proceed to takeoff position. If possible provide initial push to start aircraft rolling to minimize grass scorching.
- Line up and open throttle smoothly for takeoff. No “brake stand” prior to takeoff roll is to be considered.
- After landing, taxi cautiously into front of pits and shutdown parallel to flight line so as not to blast other pilot stations, parking area or other pits. Use jet blast deflector if possible for cool down shutdown.
- In the event of a crash, immediately head to crash site with vehicle and fire extinguisher. Note vehicles must remain on access road and are not permitted on flying field or in adjacent farming fields. Request help from pilots and spectators if available.
- Jet blast deflector to be folded up and stored in grandstand before leaving field.

Garbage:

- Please take home what you bring out to the field. We do not have garbage service so take home your empty fuel jug, crashed airplane parts, etc. Please do not leave any food items in the garbage since it attracts rodents and causes the clubhouse to smell.