



Phelan RC Flying Club Rules

General Club information

The Phelan Road RC flying site is for exclusive use by paid-up members of the Phelan RC Flying Club and guests (including registered participants at club events).

The executive of the Phelan RC Flying Club establishes and enforces Club rules to ensure safe and enjoyable use of the facilities. Members of the Phelan RC Flying Club who refuse to abide by these rules, or who disregard instructions by the club executive, may have their club privileges revoked.

In addition to the Club rules, members and their guests shall adhere to all relevant MAAC codes and guidelines, including specifically the MAAC Safety Code and the MAAC Safety Guidelines.

Flying Site Layout

Geolocation and airspace

Phelan RC's outdoor flying site is located at [1675 Phelan Drive East, Kars, ON, K0A 2E0](#).

The centre of the pilot stations is located at [45°10'8.30" N, 75°40'49.46"W](#) at ~300 feet above sea level.

The airspace is class G, uncontrolled up to 1200 feet above ground level according to Nav Canada's [Designated Airspace Handbook](#) section 3.5.2-13. ([Drone site selection tool - National Research Council Canada](#))

The *Flying Area* (Figure 1 below) corresponds to the recommendation for Large / Turbine / High performance aircraft in *Chart 1: Flying Distance* in [MAAC MAPT01-T-1 - Flying Field Requirements](#). Nominal flying space is ~3000 ft x ~1500 ft up to 400 ft above ground level.



Figure 1 Flying Area



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Nearby flying sites

The nearest full-scale aerodrome is the [Rideau Valley Air Park](#) located ~4.5 nautical miles south of the Phelan pilot stations.

The nearest RC club site is the [Ottawa Remote Control Club](#) operating from the [Ottawa Manotick Horse Polo Club grounds](#), roughly 3 nautical miles north of the Phelan pilot stations.

The [Ottawa Valley Jets](#) site located ~4 nautical miles south-east of the Phelan pilot stations.

See Figure 2 *Map showing locations of nearby RC clubs and aerodromes* below.

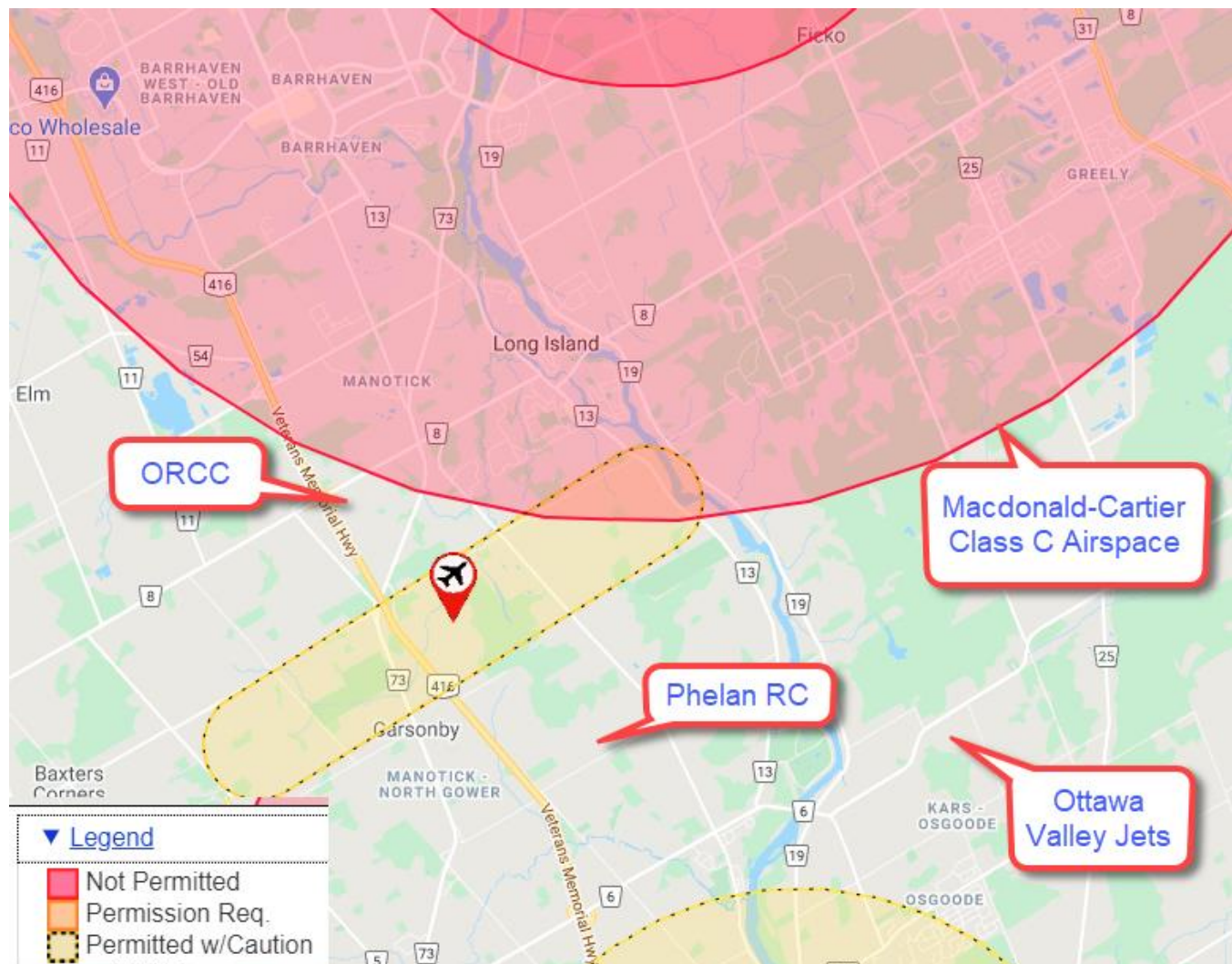


Figure 2 Map showing locations of nearby RC clubs and aerodromes



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Site Layout

The distance from the flight line to the pilot stations is ~10 metres and the +1 metre high safety barrier is located ~9 meters south of the flight line.

The distance from the flight line to the parking and non-flying activities area is ~30 metres south of the flight line to a cedar hedge line.

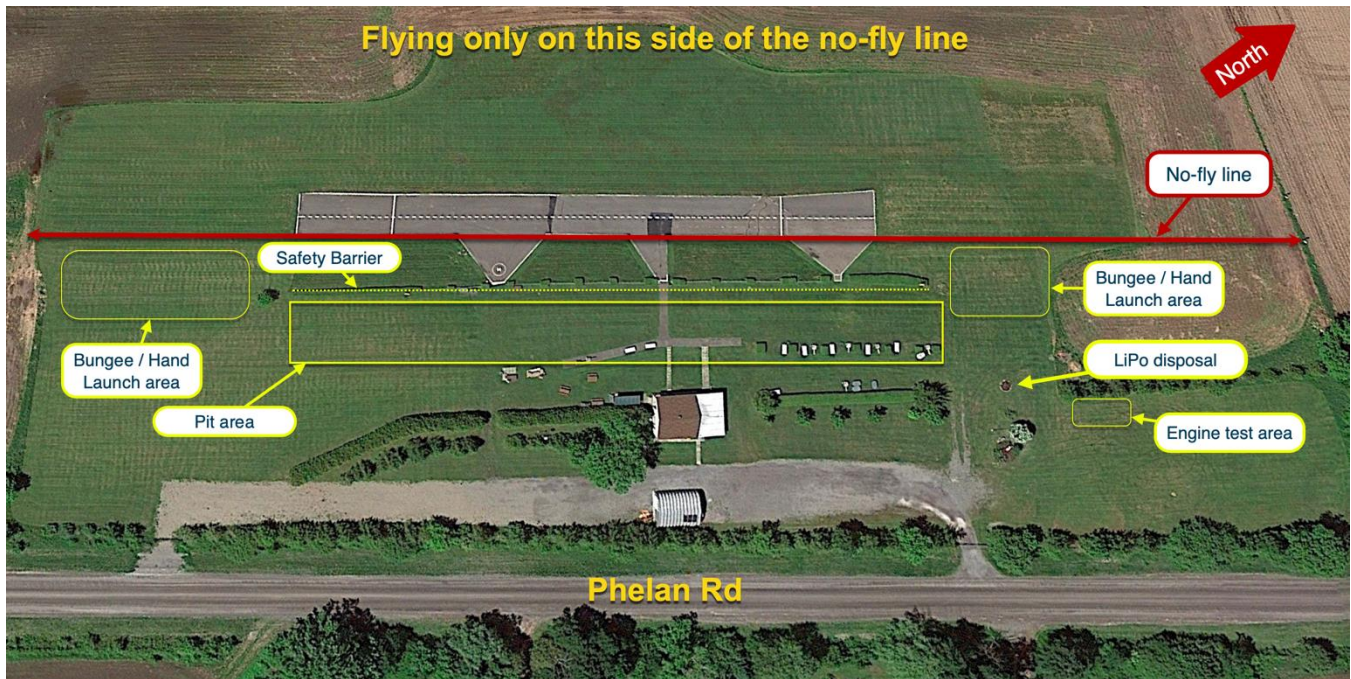


Figure 3 Designated areas



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Flying Safety Rules

Pilot Qualifications

- 1) All pilots must have a Transport Canada Pilot Certification for Basic Operation or Advanced Operation, and be prepared to show it as well as a current MAAC membership.
- 2) Only pilots who have and have demonstrated competence in a manner approved by the executive shall fly unsupervised. Others must only fly under the supervision of a member recognized by the executive as a qualified pilot.
- 3) The club executive must qualify pilots to fly turbine-powered aircraft.

Setup

- 1) Only aircraft registered with Transport Canada with the registration number clearly visible on the aircraft, are allowed to fly. Only **quiet** electric models may be flown before 9 am. The club executive must authorize any exceptions.
- 2) No cars may be parked for more than 5 minutes in front of the hedge at the rear of the pit area. Cars are to be moved immediately after unloading or loading.
- 3) Effective mufflers are required on all reciprocating engines. The *general noise standard* shall be a maximum of 96 dBA at 3m, but the executive may require further noise reduction measures for models (including those with electric power) deemed to be excessively noisy or irritating.
- 4) Models must not be fuelled or defueled on asphalt areas.
- 5) All reciprocating engines shall be started with suitable hand protection (e.g., chicken stick, glove or electric starter) and the model shall be appropriately restrained.
- 6) When starting or running an engine, the aircraft should be positioned so that hazards are minimized and the exhaust or jet blast or slipstream does not affect others. Prolonged running of engines (e.g., for break-in) may only be conducted in a designated area. (see *Designated areas* on page 3)
- 7) Single-frequency transmitters (72MHz) shall not be turned on until a Frequency Pin displaying the pilot's name and the channel number is clipped to the Frequency Control Board at the correct position.

Batteries

- 1) Lithium-based batteries shall not be charged in the club house or hangar.
- 2) Damaged lithium-based batteries must be isolated in the fire pit until they can be safely transported by their owner as quickly as possible for off-site disposal. (see *Designated areas* on page 3)

Flying

- 1) Full-scale aircraft have priority. Immediately reduce altitude or land to avoid conflicts with full-scale aircraft.



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- 2) The flying airspace zone is clearly shown on *Designated areas* on page 3. Controlled flight must be maintained in this zone only.
- 3) RPAS shall not be operated within 30 M of any non-MAAC person, housing, building, animal or vehicle.
- 4) Flying over the Pits, Spectator Area, Parking Area or Phelan Road is prohibited.
- 5) Pilots shall consult other pilots on the flight line before moving their aircraft beyond the safety barrier while considering the mix of aircraft types flying at the time.
- 6) Aircraft shall not be taxied in the pits area. Pilots or their assistants must keep in physical contact with the aircraft when moving to or from the safety barrier.
- 7) Pilots and their assistants/observers (spotters) shall stand behind the designated Safety Barrier and shall only be allowed on the flying field to launch or retrieve aircraft. Anyone venturing on to the field must clearly announce their intentions and get acknowledgement from the other pilots.
- 8) Hand launches and bungee launches must be performed well clear of other flight operations and only after consulting the other pilots. (See *Designated areas* on page 3 for the launch areas)
- 9) After their model is airborne, pilots and assistants shall move as soon as possible behind the Safety Barrier.
- 10) When other aircraft are operating, take-offs, touch-and-goes and low passes must be clearly announced, and acknowledgement must be received from the other pilots.
- 11) Before setting up the model in the landing pattern, the pilot or assistant shall clearly announce the intention to land and the direction from which the landing will take place, i.e., "landing from the left" or "landing from the right". They must get acknowledgement from the other pilots.
- 12) In case of a power failure, the pilot or assistant shall announce "dead stick" and get acknowledgement from the other pilots at the Safety Barrier; other pilots must yield to the disabled model.
- 13) Low-level flying is only permitted when no other aircraft are airborne or by consent of the other pilots. 3D aerobatics shall only be done when no other aircraft are airborne. Smoke emitting aircraft shall not release smoke where it may reach people.
- 14) Pilots flying alone should have a working mobile phone in case of emergency.
- 15) All club members shall act as Safety Officers. All members must at all times follow safe practices themselves and actively promote safe practices on the part of others. This includes, but is not limited to, ensuring that the club rules are followed. Serious breaches of the rules are to be reported to the club executive.

REMINDER: UNDER THE MAAC SAFETY CODE, "NO MEMBER SHALL OPERATE A MODEL AIRCRAFT WHILE UNDER THE INFLUENCE OF ALCOHOL OR JUDGMENT-IMPAIRING DRUGS."



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Other Club Rules

Site Rules

- 1) Club members or their guests must not leave garbage, litter, rubbish or debris at the site. In the case of club events, the Event Director will be responsible for ensuring clean-up.
- 2) Whenever the gate is open, the lock must be locked onto the chain to prevent its loss or the compromise of site security.
- 3) The last person to leave the site shall:
 - a) Check and lock all doors in the club house and hangar (if they have a key).
 - b) Close and lock the gate, randomising the combination.

Club Etiquette

- 1) Smoking is prohibited in and around the club house and hangar.
- 2) Alcohol may only be consumed in the club house, on the porch or at picnic tables, not in the pit area.
- 3) Members should wear nametags when at the field, particularly during club events.

Guest Pilots

- 1) Individual Guest Pilots must be hosted by a club member, who shall be present with them at all times, sign the guestbook on their behalf, and ensure that the Guest Fee of \$10 is paid where required.
- 2) Hosts are responsible for the conduct of their guests and must ensure that their guests understand Club rules.
- 3) Guest pilots who reside outside the National Capital Region may fly at club facilities for a maximum of five days per calendar year (unless special arrangements are made with the club executive). The first such visit will be free, but the \$10 per day guest fee will apply thereafter.
- 4) Guest pilots who reside in the National Capital Region are permitted a maximum of three visits in one year, all of which will incur the \$10 per day guest fee.

Resolving Issues

- 1) Members shall discuss any complaints, issues or suggestions regarding any aspect of Club operation or the behaviour of other members with a member of the executive.



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Events

- 1) All events at Club facilities must be approved in advance by the club executive.
- 2) For each event, an Event Director and Deputy Director will be appointed by the club executive.
- 3) The Event Director must present a plan for the event, keep the executive informed of developments and report after the event is over.
- 4) The event must be organized and conducted in accordance with the club Event Guidelines (see separate document).
- 5) Events open to non-members of the Club must be sanctioned by MAAC and should be advertised in *Model Aviation Canada* magazine.
- 6) Event Directors are not authorized to incur expenses without approval of the club executive.
- 7) All prices for entry into events and for food and drink provided to entrants and others must be approved in advance by the executive.
- 8) During events, the Event Director will set the number of aircraft allowed in the air at one time, and may, with prior approval of the executive, increase it to a maximum of five. The executive may also impose restrictions on the number of large and/or fast aircraft flying simultaneously.
- 9) During events, pilots must be accompanied by Assistants (spotters) who are themselves qualified pilots.