

North Shore Radio Control Modellers

Flying Field Regulations/Rules

- 1) All "All MAAC Safety rules" must be adhered to where applicable.
- 2) All members must have had an "Orientation Sessions". **"Quirke Mine Flying Site"**.
- 2a) **No one may fly alone.** This applies to all flying sites but must be without exception at the **Quirke Mine Flying Site.**, nitro, gas, electric, or otherwise.
- 3) No one may turn on a transmitter on any frequency for any purpose unless the appropriate frequency pin is clipped to the frequency control board. All transmitters must fly appropriate frequency flag; this applies to 72 MHz bands. 2.4 GHz does not require the above.
- 4) Prior to flying a range check of transmitters and receiver must be performed as per manufacturer's instructions.
- 5) Aircraft engines will be started and adjusted only in designated **"pit area"**. In the event of an engine failure or carburetor maladjustment on the runway prior to take-off, the aircraft will be removed from the runway before restarting or adjusting. If this problem is recurrent, the frequency pin shall be relinquished after ten (10) minutes.
- 6) Cars or trucks must not be driven onto the field.
- 7) Prolonged running of engines in the pit area should be avoided. Models shall be positioned so that exhaust residue is not blown on adjacent models and/or equipment.
- 8) Aircraft must not be taxied within the pit area. When the aircraft's engine is started in the pit area, the aircraft may taxi out of the pit onto the field and then be taxied to any point. When the flight is completed, the aircraft is to be brought back to the pit with the engine shut off.
- 9) No member will be allowed to fly an aircraft on a windy day if he/she cannot demonstrate to an executive or instructor that he/she has full control of the aircraft and maintain the aircraft from being blown downwind.
- 10) No more than five (5) aircraft will be in the air at one time. No more than two (2) of those aircraft can be trainees under an instructor.

- 11) No person other than the pilot and/or the helper is allowed to go onto the runway to launch or recover the aircraft. Immediately after launching the aircraft, the pilot will leave the runway and stand in the area designated as **"Pilot Area"**. At no time is the pilot or helper to remain in the path of aircraft landing or taking off.
- 12) Children, pets, and visitors must be confined to the spectator and picnic area.
- 13) Turns after the take-off will be away from the spectator and pit area. Circuits will be flown in such a manner, (right or left rotation) that the aircraft is not flown above spectators, their cars, road or pit area. When more than one aircraft is in the air, all models must fly in the same rotation as much as is practical to prevent midair collisions.
- 14) In the event of an engine failure in the air, rule 13 above may be waived. In this event, the pilot must warn everyone clearly that he is making a **"dead stick"** approach and landing, and to watch out for the aircraft. Even under these circumstances, however, every effort should be made by the pilot to keep the aircraft away from spectators, parking area, and pit area. The Pilot should dump the aircraft if it appears to be headed to any of these areas.
- 15) Each person will be responsible for the airworthiness of his/her model.
- 16) Each person will be responsible for disposing of their own garage.
- 17) No beginner will be allowed to fly unless accompanied by a qualified pilot. A Qualified pilot shall recommend to the executive training committee (**Instructor**) that a beginner is ready for their wings; final determination to be made by the instructor.
- 18) Any person(s) violating any of the above rules may, at the discretion of the executive officers of **NSRCM's** be banned from the field for a specified time period.
- 19) In the event of a **"Shoot down or collision"** the person identified as causing the mishap will be responsible for damages.
- 20) Fire extinguishers must accompany gasoline and propane powered aircraft. A fire extinguisher on hand is recommended for all flying.
- 21) Any injury must be reported immediately to the safety officer or any executive.
- 22) **Please take great effort to abide by the above regulations/rules. Remember a violation of the rules may not only mean a member will be grounded, but could cause the club to lose the field.**
- 23) **Amended November 1st, 2010.** An approved Club instructor must check out all new members claiming to have their wings before they will be allowed to fly on their own or assist a

student pilot. Wings will not be a mandatory prerequisite if the individual can demonstrate they can set up and fly the aircraft as per MAAC wings program.