

Hurononia Radio Control Club Inc is an organization that strives to provide safe enjoyment for its members through aeromodelling. The guidelines are necessary in order to ensure the continued availability of a flying field. The guidelines are fair and reasonable and are designed to protect the best interests of all club members. These guidelines apply to all members and their guests.

Club Guidelines and Procedures

MAAC Guidelines

- The MAAC safety code, MAAC special interest category guidelines, MAAC altitude limit waiver and all applicable government regulations apply at all times.

Who can fly

- Members operating models at the field must have current MAAC and current club membership.
- Guests of club members may be permitted to fly at the club's facilities when accompanied by a current club member up to a maximum of four days per year. If the guest is from out of town then a \$10 temporary membership fee would apply for an extended term left to the discretion of the club executive. The guest must be a current MAAC member. Refer to MAAC rules regarding non-Canadians.
- No one shall start or fly a model with an engine over .95ci while alone at the field.
- Helicopters and airplanes shall not fly at the same time, unless all flyers involved agree.
- Turbine powered aircraft are not allowed.

Training

- Only pilots who have been qualified by a club approved instructor shall be allowed to fly solo. ALL training flights MUST be done with a buddy box and an instructor. If we do not have a buddy box

for a particular transmitter type then the instructor must do all take-offs and landings until a buddy box can be arranged.

- Student pilots may not turn on transmitters, start engines, taxi or fly without the supervision of a club appointed instructor.

In-flight Guidelines

- Aircraft are not to be flown directly at or toward the pits at any time.
- All low passes and fly-bys over the runway must be done no closer than the center of the runway.
- 3D type flying is only allowed when no other aircraft are in the air and must be no closer than the center of the runway.
- In order to minimize the possibility of mid-air collisions, only four models may be airborne at any given time. The limit will be six .25ci sized SPAD combat planes.
- When flying, communicate (by calling out loudly) to the other flyers when you are preparing to take-off, land, walk onto the runway, or perform maneuvers, which could interfere with traffic in the landing pattern. All “dead-stick” glides must be called out and will have priority to land in either direction on the runway.

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Ground Guidelines

- No taxiing of aircraft into or around the pit area will be allowed. Carry your aircraft in and out of the pits to the fence at the back corner of the pilot station area or hold it by the tail.
- All flying must be done from behind the pilot station fence. During windy conditions or when a student is learning to take-off, pilots may stand on the runway behind their aircraft. Once airborne, they must immediately move to a pilot station.

Non-Flying Safety Guidelines

- All visitors to our field must remain behind the spectator fence at all times, unless escorted by a club member. Members are responsible for their guests.
- Pets must be on a leash and restricted to the spectator area.
- No alcohol until after your last flight of the day.
- Remove ALL airplane debris from all the grass areas.
- All flying must cease during field maintenance or when anyone (ie farmer) is in any of the neighbouring fields.
- Cars must be parked only in the designated area north of the tree line.

General

- There are no garbage cans provided. Take all your garbage home with you.
- Safety and adherence to the safety guidelines is the responsibility of all members. If unsafe operation is observed, politely remind the flyer. Continued violations must be brought to the attention of the executive committee to review and assess appropriate action. If you are aware of safety concerns or ways to improve safety, bring them to the attention of the club.
- Guidelines may be modified by the executive committee to suit club sanctioned events.
- If a situation arises which is not covered by these guidelines, common sense and courtesy shall prevail.

Flying Field Procedures

Frequency control

- The frequency board will be in use at all times to strictly control frequency usage.
- If there are other flyers sharing the same channel as you, communicate this with them to enhance safety and usage courtesy.
- When the frequency you wish is available, take the proper channel tag from the frequency board and clip it onto the base of your antenna. A personal tag with your current membership card and MAAC card must be put in the space for the channel tag you just removed. Your transmitter can now be turned on. If you have a 2.4Ghz DSS transmitter, use one of the A, B, C, D, or E tags and the above procedure.

Restricted flight areas

- No aircraft shall be flown north of the flight line. The flight line is 7 metres south of the pilot stations, runs east / west and extends from horizon to horizon. This is a **STRICTLY PROHIBITED NO-FLY ZONE**.
- Planes must also not fly further than the tree line east of the field or the tree line west of the field.
- No flying when any non-club persons are in the adjacent fields. If someone appears in the field during your flight, immediately land from the opposite side.

Gate

- The last member to leave shall insure that the gate is properly locked.

Models

Last Updated – Jan 2023

- The first flight of any new or repaired aircraft should be conducted with no other model aircraft flying.
- All models shall conform to club regulations in effect covering noise emissions. Club executive have the authority to ground any aircraft deemed too noisy.

Hours of flying

- No aircraft other than gliders and “quiet” electric powered models are to be operated at the field before 9:00 AM.

Cars

- Never, under any circumstances drive on the farm field next to the access road. Stay on the road. If the road is too soft, then the flying field is closed.

Pits

- No extended running of engines in pit area. If you require more than a couple of minutes, move to the far end of the pits area.
- Large aircraft should be pitted at either end of the pit area.

Aircraft damage

- Responsibility for a mid-air is shared equally by each pilot. Therefore, each pilot pays for his/her own damages.
- The students must understand that the instructors are volunteers and are not in any way responsible for any crashes or mishaps during the course of their instruction. Anything can happen at any time to these aircraft (ie: radio glitch, mechanical failure, pilot error etc...) and the students shall bear all responsibility for their own equipment. The experience of the instructor is your best chance at success.