

## Toronto Free Flight Group Field Rules

These rules are available in print or online. The club will endeavor to keep a copy at the modeling site and provide all members with a copy.

RPAS and mRPAS operation is **not permitted** at this site until the Club submits an RPAS rules package.

This club allows the following modeling categories:

Free flight

### **Administrative**

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be members of the Toronto Free Flight Club, or an invited guest and
3. agree to follow the MAAC Safety code and all other club rules.

In the event of an emergency, phone (9-11 or number) and the civic address for first responder is **6299 11<sup>TH</sup> LINE, #6727, ALLISTON, ONT.**

### **Normal operating procedures and Club Safety Rules**

All members flying Free Flight models “outdoors” shall adhere to the following:

1. All pre-flight inspections or model assembly shall be done in the designated area away from the active modeling area.
2. Batteries shall not be connected to electric powered models unless the model is restrained in the designated area – no exceptions.
3. Gas/glow models must be restrained and started in the start-up stands or similar, located in the designated area. Do not conduct prolonged tuning if other members are modeling.
4. No flying/modeling will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Beeton. Night flying/modeling is not allowed.

5. All free flight models using a burning fuse to time the deployment of a de-thermalizing device shall have an effective means to automatically extinguish the fuse after it has completed its function.
6. All members shall launch their models at least 45 meters downwind of all spectators, vehicles, or structures.
7. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
8. MAAC “spotters” are optional at our site. The following are club procedures for ensuring by-stander safety:
  - a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice.
  - b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
  - c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice “STOP - stay back” and waving your arm(s) is suggested.

Our site is located within 3nm of an aerodrome as listed in the Canada Flight supplement. The following are required procedures to assist in ensuring aviation safety.

9. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.
  - a. The aerodrome’s name is Beeton Field (CBF3) and is located 2.38nm south of our modeling site. The aerodrome traffic pattern does not normally come over our flying site, however we may see the occasional transient aircraft.
  - b. Prior to launching/releasing any model, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied there is a safe launch window.
10. In the event of a “fly-way” toward CBF3, where in the modelers opinion the model could pose a risk to full-scale operations at CBF3 (model size, ability

to fly that far etc), phone the Beeton Aerodrome operator Terry Cleland at 1-416-999-4037 and advise him of the situation.

11.No free flying model aircraft operations will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:

- a. If cloud is present below 1000' above the model flying area (above max free flight expected altitude)
- b. a horizontal visibility requirement of less than 3sm around the modeling area, and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

12.As information only, the Simcoe Radio Control Flyers site is 1.5km southwest.

13.There are no other risk mitigating strategies required at Toronto Free Flight Flying Club.

14.The Club executive will review these rules at least once a year.



