

# Stetson Flyers Field Rules



March 2024

## ALLOWED MODEL CATEGORIES

1. All Radio-Controlled (RC) aircraft types up to 25 Kg and Control Line aircraft are permitted at the Stetson Field.

## PILOT REQUIREMENTS

2. To fly at the Stetson Field a pilot must:
  - a. Know and comply with the MAAC Safety Code for the applicable model category, the applicable portions of Canadian Aviation Regulations Part IX, the Stetson Flyers rules, and any rules specific to an event.
    - i. The MAAC Safety Code may be found at <https://www.maac.ca/en/documents.php> under the heading “Advisory Group – Safety.”
    - ii. Canadian Aviation Regulations Part IX may be found at <https://lois-laws.justice.gc.ca/eng/regulations/SOR-96-433/FullText.html#s-900.01>
  - b. Have a current MAAC membership and show proof upon request.
  - c. Have a current Stetson Flyers membership and show proof upon request, unless flying as a guest or attending an event.

*Note: Prospective new members may arrange for introductory flights under dual instruction (buddy box) with the Chief Flying Instructor (CFI) without MAAC or Stetson membership.*

- d. Be a qualified (“winged”) pilot unless flying under the supervision of a qualified pilot or instructor.

*Note: For Stetson members, a qualified pilot is one who has earned their pilot wings through the Stetson Flight School program, or who has demonstrated flight competency and knowledge of the MAAC safety code and the Stetson Flyers rules to the satisfaction of the CFI. Guest and visiting pilots must have an equivalent level of competency.*

- e. Have a current Transport Canada Pilot Certificate for Small Remotely Piloted Aircraft Systems (RPAS), Basic Operation or higher, unless flying under the supervision of an instructor or flying exclusively Control Line or RC models under 250 grams.

## **FULL SCALE AVIATION SAFETY**

3. RC Pilots must always give way to manned aircraft. Occasionally, helicopters or light aircraft fly near the Stetson Field at low altitude. It is essential to be vigilant and to react appropriately when full scale aircraft are approaching. Act as follows:

### **CALL "FULL-SCALE". This is a shared responsibility.**

- The **first person** who sees or hears an approaching low flying aircraft that could overfly or come close to the Stetson flying area **MUST** call "**FULL-SCALE**" if an RC pilot is flying or about to fly a model.
- The person making the call (and any other members on site) must ensure that whoever is flying heard the call and is/are responding appropriately.

### **DESCEND OR LAND: RC pilots must descend or land their model to keep it well below the approaching aircraft.**

- If you are flying and hear or see an approaching aircraft, descend or land your model even if no one has made the call until you can ascertain that it is safe to continue flying.

### **CALL "ALL-CLEAR" when it is safe to resume normal flying.**

- Resume normal flying once confirmed that it is safe to do so.

## **GENERAL RULES**

4. Pilots must not operate any model in a careless, reckless, or dangerous manner that may pose a hazard to persons or property.
5. Flying fuel burning models before 9:00 am is prohibited.
6. A pre-flight inspection of control surfaces, linkages, and components must be done for each model before its first flight of the day. See Pre-Flight Checklist (hyperlink).
7. In season, Flight School has exclusive use of the field from 4:30 pm until dusk on Tuesday evenings.

*Note: Flight School operates from about mid-May to end-September. Exact dates are publicized. Members will be informed if Flight School is cancelled or deferred to Wednesday. When Flight School is deferred to Wednesday, the field is open to everyone.*

8. Flying during grass cutting of the runway and pit area is prohibited.
9. Operating any model while under the influence of alcohol, cannabis or other judgment impairing drugs is prohibited.

### **RC RULES**

10. A radio equipment range check must be done for each model before its first flight of the day.
11. Fail-safe must be set to terminate the flight upon loss of radio signal.
12. Fuel powered aircraft must have a means to shut down the engine from the transmitter.
13. Electric aircraft must have a means to disable the throttle, preferably from the transmitter.
14. All piston engines over .049 cubic inch displacement must have mufflers.
15. A model must not be flown at a club event or in a competition unless it has completed a test flight to prove that it is airworthy.
16. No more than five RC aircraft are allowed in the air at the same time.

*Note: a member of the executive or event coordinator may temporarily authorize a higher number in specific circumstances when appropriate safety measures are briefed to all pilots. For example, New Year's Day First Flight launch.*

17. Pilots must note and follow the take-off, circuit, and landing directions. Take off and land into a head wind component as much as possible. Coordinate with other pilots in no-wind or changing wind conditions.
18. Pilots must announce all intentions to take-off, hand launch, land or move onto the active runway. (See *Field Calls* document).
19. Pilots must fly only from pilot stations. (See *Stetson Field Information* document).
20. All RC flying, takeoff and landing must be conducted at least 7 meters away from the pilot stations (about 6 meters or 20 feet away from the fence). (See *Stetson Field Information* document).
21. High energy maneuvers (high speed and/or large models) must be conducted at least 30 meters (100 feet) away from the pilot stations (no closer than the far edge of the runway). Fast and/or large models must be maneuvered to avoid flying towards the pit and spectator areas. For example, horizontal figure-8s must be flown so that the aircraft flies away from the pit and spectator areas at the center of the maneuver.

22. Use of spotters is required at all club events, when flying First Person View (FPV) or when flying turbine aircraft. Use of spotters at any time is encouraged. Pilots are responsible for ensuring that their spotters understand their duties.
23. Flying any model beyond line of sight is prohibited.
24. Flying any model in fully autonomous mode is prohibited.
25. Flying over the pits, spectator area or parking lot is prohibited.
26. Flying within 30 meters (100 feet) laterally from any person or property (e.g., field workers, road crews, vehicles, machinery or members retrieving models) is prohibited.
27. Pilots must ensure that it is safe to fly and that there are no flight restrictions in effect. See *Implementation of MAAC NOTAM 23-04 at the Stetson Field* ([link](#)) and *How to lookup NOTAMs* ([link](#)).
28. Carrying, dropping, launching, or firing anything from a model that may endanger persons or property is prohibited. Launching anything from the ground to a model is prohibited.

### **CONTROL LINE RULES**

29. A safety thong must be used, except when flying 1/2A models, or otherwise permitted by MAAC rules.
30. All wire sizes and terminations must conform to MAAC Control Line Competition rules for the specific category.
31. The complete control line system must be inspected and pull tested when required by MAAC rules and in compliance with the pull test specification for the specific model category.
32. Only the pilot or a student and instructor may be inside the flight circle during a flight unless multiple models are being flown simultaneously or a circle marshal is required.
33. Members assisting with a launch must move well outside the flight circle immediately after the launch.

### **GROUND SAFETY RULES**

34. All aircraft must be restrained when starting or running engines/motors.
35. Electric airplanes must be restrained when the battery is connected. Flight batteries should be disconnected when not needed. Where possible, the throttle must be disabled when the battery is connected and the aircraft is on the ground.

36. When control line aircraft are flying, the safety rope in the gap between the 'helicopter' fence and the north-south section of the main fence must be in place. Spectators must remain on the pit side of the fence.
37. Pilots must ensure that no one is standing in the rotational plane of propellers or turbine components of running engines/motors.
38. Propellor slipstream, jet and EDF exhaust must be directed away from other models and pilots.
39. Turbine aircraft must be positioned to direct exhaust gases over the concrete pads and/or through the blast deflector. (See *Stetson Field Information* document).
40. Turbine aircraft must be taxied promptly for take-off and after landing to avoid burning the grass. Avoid stopping on the runway with the engine running.
41. Taxiing aircraft in the pit area is prohibited.
42. Smoking in the pit area or at the pilot stations is prohibited.

### **ACCIDENT, INCIDENT AND HAZARD REPORTING**

43. MAAC Policy and Procedures Document *MPPD3 – MAAC Reportable Occurrence Policy* defines reportable occurrences (accidents/incidents/hazards) and details the MAAC reporting policy for those occurrences.
44. The policy applies to all members and to the operation of all model categories. The policy states that each MAAC member is individually responsible for knowing this policy and for following MPPD3 reporting procedures.
45. The policy and the reporting forms can be found at <https://www.maac.ca/en/documents.php> under the *Safety Advisory Group* heading.
46. A copy of MPPD3 and the reporting forms is also available at the Stetson Field in the deck box, which is located in the impound stand in the summer and in the winter shelter in the winter.
47. In addition to the direct reporting to MAAC in accordance with MPPD3, Stetson members are required to inform the executive of serious incidents, whether or not they are reportable under MPPD3.
48. Members who identify hazards or have suggestions to improve safety should bring them to the attention of the club executive.
49. Members are encouraged to share lessons learned that can improve safety for all members.

## **FIELD ETIQUETTE**

50. Pilots must ensure that the operation of their model does not interfere with the enjoyment of the hobby by others. This includes but is not limited to loud aircraft, unnecessary running of model engines in the pit area, slipstream or jet blast.
51. For extended running or tuning of engines the stands located on the far side of the parking lot must be used.
52. Pilots must be considerate when planning their flying and sharing the sky with other pilots. Cooperate, communicate, coordinate.
53. Refrain from actions that could distract pilots who are flying or assembling a model.
54. Flight duration should not normally exceed 10 minutes unless the flight does not interfere with other flying (e.g., soaring).
55. No aircraft or fuel is allowed on the picnic tables or in the winter shelter.
56. Generators are only allowed in the parking lot or the camping area.
57. Pilots are responsible for their guests, children and pets. Children must be supervised at all times.
58. Pets are not allowed beyond the spectator area and must be under the full control of the owner. Please practice "poop and scoop"
59. All garbage must be removed when you leave the field.

## **GUEST PILOTS**

60. Guest Pilots must:
  - a. Be sponsored and accompanied by a Stetson Flyers member in good standing.
  - b. Meet all pilot requirements of paragraph 2 except Stetson Flyers membership.
61. The sponsoring Stetson Flyers member must ensure that the guest pilot is familiar with and follows MAAC and Stetson Field rules.
62. After three visits (not including events) a Stetson Flyers membership will be required to continue flying at the Stetson Field.

### **NON-SPREAD SPECTRUM EQUIPMENT:**

63. All non-spread spectrum (e.g., 72 MHz) transmitters must be placed in the impound stand when not in use.
64. A frequency pin must be installed on the frequency board before switching on or removing such transmitters from the impound stand. The frequency pin must show the pilot's name, frequency, and MAAC number.

### **FIELD SECURITY**

65. The gate chain must be closed and locked by the last person to leave the field.
66. When a member opens the gate, the lock must be closed and locked on the chain, high enough so that it doesn't touch the ground.
67. Executive members must ensure the trailer is closed and locked when not in use.
68. When members camp at the site, the gate chain must be closed and locked overnight.