

## **Safety is our Priority**

For the safety of all Ottawa Remote Control Club (ORCC) members and their guests, and for the mutual enjoyment of Club facilities, the following rules have been adopted by the Club and must be observed when using Club facilities. The ORCC has an outdoor and an indoor flying facility, both of which are MAAC chartered.

Every ORCC member is responsible for ensuring that MAAC rules and ORCC rules are respected. At the discretion of the Club Executive, Club membership may be revoked for violation of these rules.

**Do not fly outside of the approved flying area. If unclear of the boundaries, check before flying.**

### **Facility Related Rules**

- Vehicles are to be parked in the designated parking area.
- No garbage is to be left. If you bring it, take it home with you.
- Spectators must remain in spectator designated areas. The red and white painted posts separate the pit area from the spectator area at the outdoor field, and a sun shelter is there for spectator seating.

### **Pilot Qualifications**

- Pilots must be ready to show proof of being a current member of the Model Aeronautics Association of Canada (MAAC) and of the ORCC, or a visiting pilot, or a sponsored guest. Visiting pilots and sponsored guests must also be current members of MAAC. ORCC members who sponsor guests are responsible for ensuring that their guests have MAAC membership and that they understand and follow ORCC rules. Guests, while flying, must be accompanied by their sponsors.
- The MAAC Safety Code applies at all times and each pilot flying independently must be a qualified pilot as per the MAAC

definition. Students may only fly under the direct supervision of a MAAC qualified instructor.

### **Outdoor Flying Rules**

- Pilots are individually responsible for knowing the approved flying area and flying within that approved area at all times.
- Pilots must fly from one of the five pilot stations next to the runway.
- A maximum of five aircraft (including helicopters and drones) may be in the air at any one time in the general traffic pattern.
- Flying is never allowed behind the flight line. The flight line is a line running parallel to the runway 10 meters (approximately 33 feet) in front of the pilots' stations and extending to the horizon on either end of the runway.
- The airspace beyond the fence (the landowner's laneway) north of the runway is a no-fly zone.
- No flight within 30m of persons, animals or vehicles and yield to full-scale aircraft and helicopters.
- When the lawn-mower or other equipment is on the runway, the no-fly rule is in effect.
- Each aircraft that flies must carry ownership identification as required by MAAC.
- Pilots are to announce their intentions to taxi on the runway, takeoff or launch, execute a low pass and land.
- Pilots are to announce the intention to physically encroach on the runway, and obtain acknowledgement from others flying before doing so.
- Pilots will follow the general traffic pattern established according to wind direction when more than one aircraft is airborne.
- Pilots will call out "dead stick" when appropriate and will be given priority for landing.
- On training nights priority shall be given to student training flights.
- A radio 'Range Check' is required before the first flight of the day for each individual aircraft.

- Aircraft are to be parked on the ground (off of the tables) in the pits when not flying or doing run-ups.
- Start up and running of aircraft internal combustion engines and connection of batteries in electric aircraft is only allowed on the startup tables or on the ground past the ends of the safety fence, with the model pointed toward the runway.
- Electric powered aircraft can not be left unattended with the ESC (electronic speed control) armed.
- Mufflers are mandatory on all internal combustion engines over .049 cu. in.

### **Indoor Flying Rules**

- For indoor flying at the Arena the Point of Contact (PoC) between ORCC flyers and Ward is Mark Winstanley (613-552-2054, [rusty505050@gmail.com](mailto:rusty505050@gmail.com)).
- The ORCC will have one time slot per week allocated for indoor flying by ORCC members. Contact Mark Winstanley for that information. Do not fly in the Arena at other times. There is no cost to the ORCC for this flying. However, those who partake are expected to join work parties that might be organized to occasionally assist with minor clean-ups/fix-ups in and around the Arena.
- Pilots will only fly from behind a flight line that will be established and respected by all at that flying session. The area behind the flight line will be a no fly zone during that flying session.
- A pit and set-up area runs along the west wall. Any of that pit and set-up area that is used by pilots during a flying session will be a no fly zone during that session.

- Weight and/or size limits apply: Aeroplanes and helicopters – max 250g; Quads – max 3” size and 3s LiPo battery.
- A maximum of five aircraft may be in the air at any one time.
- Aeroplanes/helicopters and quads are not to fly at the same time unless separate flight areas are established.
- Take-off and landing on the racetrack is permitted. Walking on the racetrack for aircraft retrieval is permitted.
- Flying is restricted to the arena only – flight through any open large bay door is not permitted.
- No flying is permitted if the race track is in operation for car racing.
- Guests are permitted and are to be accompanied at all times.
- Children under 18 must be supervised at all times.
- No pets are allowed.
- Climbing on the Arena framework for aircraft retrieval is not permitted. Any aircraft trapped out of reach in the Arena framework to be reported to the PoC for arrangements for retrieval;
- The electrical panels located in the Arena are not to be accessed except by authorised personnel, and lighting will not to be operated by ORCC members.
- Any damage to the facility to be reported to the PoC immediately.

## **Transmitter Related Rules**

- All transmitters must meet current Canadian standards.
- Few pilots currently use a 72MHz transmitter. If you do, your transmitter must be switched off until you have determined if other pilots at the field are using 72MHz transmitters. If multiple pilots are using 72MHz transmitters, it is up to them to coordinate frequency use. The frequency control board is available to facilitate that.

## **Procedures in the event of an Accident or Incident**

Arrange for medical attention immediately if required. Call 911 if appropriate. The civic address of the field is 1600 Bankfield Road, Kars, Ontario, and the GPS co-ordinates of the field are 45.20871° N, 75.72514° W.

Please do not discuss responsibility (accusation or acceptance) immediately after an incident as this could compromise our position.

Report the accident or incident to a member of the ORCC Executive as soon as it is safe to do so. Their contact info is on the club website ([www.Ottawarcclub.ca](http://www.Ottawarcclub.ca)) under the “Executive and Chairmen” tab.

The ORCC Executive will report to accidents and incidents to MAAC as necessary. MAAC’s latest procedures regarding accidents and incidents can be found on the MAAC website. ([www.MAAC.ca](http://www.MAAC.ca)).

Safely Enjoy Flying at our Facilities