

905 SQUADRON

RULES OF SAFETY & CONDUCT

Rev March, 2025

The **905 Squadron** (a division of The Aurora Model Aircraft Club) exists solely for the enjoyment of model aviation. We have established the following Rules to ensure the following:

- . **Safety:** We create a safe environment by having all members follow specific procedures.
- . **Etiquette:** By considering others, all members enjoy flying together.
- . **Field Use:** By considering the owners of the fields, we may continue to fly there.

Our Club is chartered under the Model Aeronautics Association of Canada (MAAC), which provides liability insurance coverage for all members and field owners. To be eligible for this insurance, all members must know and follow the **MAAC Safety Code**.

The insurance deductible is \$2500, members pay \$500 and MAAC pays the balance. If you should have an **accident** causing property damage, send a cheque payable to MAAC for \$500 along with your claim form. In the case of personal injury, there is no deductible. Do what is necessary to help the injured person. Do not claim responsibility. Do not discuss the accident. Get the names of witnesses, especially other modelers who are classed as expert witnesses. Submit a report to MAAC immediately. You must inform the board of directors who will provide an accident claim form.

These Rules of Conduct have been written with R/C general sport aircraft in mind. Fliers in other disciplines must comply with the rules as appropriate to that discipline. In the event of a conflict, these rules shall stand. These rules supersede all previous rules.

Club members are responsible to point out any infractions they observe to the offending flyer. Difficult cases or observations of repeated and flagrant infractions should be reported to a club instructor or a member of the club board of directors for corrective action.

For a special event, one or more of these rules may be waived by the Club at a meeting or by a majority of the board of directors. The event director must ensure that the normal safety practices applicable to the type of event are followed.

RULES

1. Members may fly only between 9:00 AM and 9:00 PM. Park flyer and/or quieter (example UMX) models and Properly equipped Night Flying electrics are permitted outside of the times stated. Members are reminded to keep noise to a min. and be respectful of local residence.
2. No member shall operate an RPA weighing 250g or more (Small RPA as defined in the Canadian Aviation Regulations Part IX) at a MAAC site unless in possession of a valid Transport Canada issued RPA Pilot certificate or under the direct supervision of a MAAC qualified instructor. Demonstration flights where provided to non-members, must be conducted by a qualified pilot with immediate and direct control of the RPA available at all times.
3. Obnoxious behaviour and foul language are not permitted.
4. Smoking\Vaping or Alcohol are not permitted anywhere on the property.
5. Parking is only permitted in the designated area behind the rope and behind the storage sheds. Do not block the openings to allow for access to the field.
6. All members must prominently display a copy of their current MAAC and Club membership cards while at the field. Cards may be displayed on Flight box, Flight bench, or on the person.
7. Members flying on 72Mhz must ensure that no one else flying on 72Mhz is on their channel before turning on their transmitter.
8. Wide band radio equipment on 72 MHz may not be used at Club fields.
9. Operating any mobile device while operating an RC aircraft is prohibited, unless that mobile device is uniquely in communication with the RC aircraft for the expressed purpose of providing telemetry data and/or streaming video feed from the aircraft to the mobile device

directly related to the purpose of that flight (e.g., first person view goggles, Wi-Fi streaming video, flight monitoring data, etc.).

10. Engines larger than .09 cid must be equipped with an effective muffler. All engines must not exceed MAAC noise levels as follows: All engines must not exceed a noise level of 90 dB. The noise level is defined as the average of four readings (front, rear, left and right) measured with "A" weighting, 3 ft. (1 m) above the ground and a distance of 10 ft. (3 m) from the model.
11. All aircraft in the pits must be suitably restrained while the engine is running or being started.
12. Rotating propellers are dangerous. Before starting the engine, move field boxes, fueling lines, starter cables, etc. well away from the arc of the propeller. Warn others not to stand in the line of the propeller and be sure that the propeller blast is not going to affect any model or equipment parked beside you. If you need to run an engine for an extended period, please take it to a remote location.
13. Pilot stations shall be positioned 7M behind the flight line. 4 pilot station fences should be set up with adequate spacing between them. A fifth pilot station may be set up in the Helicopter pad for helicopters, multicopter or small foamies.
14. Taxiing is not permitted behind pilot stations or anywhere in the pits.
15. All flying is done from a pilot station. You may enter the runway during takeoff or landing, but you must return to your pilot station immediately after the maneuver is complete.
16. Please loudly announce your intentions ("take off", "landing", "on the field", etc.) to other flyers. Other flyers should acknowledge your announcement. Deadsticks and Gliders take landing priority over all other aircraft.
17. Takeoffs and landings are normally made into the wind (upwind), parallel to the flight line, and the initial turn after takeoff must be away from the flight line. Aircraft in flight must be kept forward of the flight line at all times.
18. Flying over no-fly zones is not permitted. No fly zones include the pit area, parking area, public roads and over or near houses or other buildings.
19. If this is the maiden flight of your aircraft or the first flight after a major repair, please warn other flyers, who should give the maiden flight clear airspace.
20. Flying in a reckless or hazardous manner, or flying with equipment known to be faulty is not permitted.
21. A student flyer must fly with a Club instructor by his/her side until he/she is competent and authorized to fly solo (per Log Book sign-off). All pilots should fly within their own ability, and get help if they are in doubt.
22. On student night, the club field is reserved from 5 PM for students and Instructors. Priorities of flight line positions are given to student pilots.
23. Visitors should be made to feel welcome but should be reminded to keep their children or pets under control and/clear of aircraft while at the field. A club instructor may give introductory flights to visitors as part of promotion of the hobby, the club and the MAAC.
24. A member may bring a guest who may fly in the presence of the member. The guest flyer must be able to show proof of membership. The host member shall be held responsible to ensure the competence of the guest and that the field rules are maintained. The number of visits by a guest shall be limited to three.
25. Trash must not be left on the field. Please pick up your own and any other trash you may find and take it home. Even the smallest pieces of trash (rubber bands, prop blades, etc.) should not be left on the ground.

Our Goal is to ensure that all in attendance have a good time and practice a safety-first approach to flying.