

## SAFETY GUIDELINES

(These are not part of our incorporation, but are the basis of our club safety procedures and are used for orientation purposes)

### (1) FIELD PROCEDURES

- a) The field is open for flying 7 days a week from sunrise to sunset, however no internal combustion engines are to be started before 8:00 am.
- b) Unsupervised spectators and visitors are prohibited from flight areas and pilot operating locations.
- c) All motor vehicles will be parked at least 100 feet from the flying area.
- d) Pyrotechnic and explosive projectiles are not permitted to be carried or activated by model aircraft.
- E) Except for electric ducted fan (EDF) propulsion systems, internally mounted pulse jets, rocket or straight exhaust turbine engines are restricted due to the danger of fire. Fixed wing/turboprop aircraft and helicopters utilizing turbines with gear boxes that direct the hot gases upward away from the ground shall be permitted. Their operation will be restricted during seasonal periods when forest fire dangers are at their highest in conjunction with provincial hazard levels and bans as posted by the executive of the Society.
- f) The executive will lock the gate during break-up and no member is to use the road until the gate is unlocked by the Executive.
- g) All engine testing and breaking in of engines shall be done in a designated area (south end of our fence near the out-houses) which will be well away from the clubhouse.

### (2) EQUIPMENT PROCEDURES

- a) Only frequencies authorized by M.A.A.C. may be used. All pilots must attach a correct frequency pin (including Spread Spectrum) displaying their current club and M.A.A.C. cards to the frequency board before each flight, or before turning on any channel specific transmitter. In respect of other fliers at the field, all pilots must remove his/her pin at the end of each flight or radio check operation. It is especially imperative regarding 72 MHz radios that pilots remove only their own pins!
- b) A student's plane and radio equipment must be thoroughly checked by an experienced pilot and range checks done before the aircraft can be flown.
- c) All channel specific transmitters must be impounded upon arrival at the field.
- d) All aircraft of members and guests must be open to discretionary noise level testing. The standard for noise created by any model aircraft shall be the standard as set by the American Model Association (AMA) i.e. Ninety six (96) decibels at six (6) meters along the propeller arc at two (2) feet above ground.

### (3) PILOT PROCEDURES

- a) The pilot will perform an initial turn after take-off away from the pit, spectator and parking areas and will not thereafter perform maneuvers, flight of any sort, or landing approaches over a pit, spectator or parking areas. In order to do so, pilots will always occupy a designated pilot station, and always fly with

his/her back to the pit, spectator and parking areas. On busy flying days, it is recommended that when there are two or more aircraft in the air that pilots have spotters to watch for flight conflicts.

b) Model aircraft must yield to piloted aircraft with no exceptions.

c) Pilots are prohibited from standing either on or immediately adjacent to any active runway except for training and take off.

d) Helicopter pilots have flight line priority on the afternoon and evening of Friday every week, exclusive of invitational events. Fixed-wing student pilots have priority on Tuesdays, exclusive of invitational events.

e) All fixed wing take-off and landings will be done from the active runway.

f) The limits of the flying area is the area east of the established Flight Line, bounded by L & A Crossroad at the north, the railway line to the east, and by the trees and power line at the south end of the irrigation pond to the south.

g) That strict announcement procedures be normal operation where pilots call out to other fliers any intention to land or take off or move out to the active runway.

h) After landing procedures, motors must be shut off before entering the pit area.

i) When starting engines, all aircraft must be secured by mechanical means or by a helper at ground level.

j) Any Society member who is involved in instructing new members, will be able to fly the test sequence with a high degree of competence as demonstrated to the Chief Flying Instructor, Safety Officer, or member of the Executive.

#### (4) DISCIPLINARY PROCEDURES

a) Members and Guests are reminded that model aviation presents certain hazards and dangers, and should be undertaken with all due caution and attention to the safety of everyone in attendance at the field. They are also reminded that the operation of a model aircraft while being impaired by alcohol or drugs is strictly prohibited.

b) Members are reminded that they must conduct themselves in a safe, responsible, and sportsperson like manner at all times. Serious infractions may be subject to disciplinary action as determined by the executive committee in accordance with Section 7. of the Society By-Laws.