

PRCMFC RULES SPECIFIC TO THE BROWN'S FARM FLYING SITE

1. PRCMFC members are to enter and leave the site by the prescribed road.
2. Members must not drive on the owner's airstrip. Drive all the way to the east end of the strip to turn around.
3. There shall be no running of model engines or flying before 9:00 am, *except electric, CO2, and rubber powered aircraft*
4. Flying is permitted to the West, North and East of the pit area. The flight line to the North is defined by an imaginary line 7 metres to the North of the pilot station pads and the fence separating the pilot area from the flying area and extends to the western and eastern boundaries defined below. Flying to the west of the pit area must be a minimum of 40 metres from the adjacent parking area and North of Mr. Brown's wind sock. Flying to the east of the pit area must be 40 metres from the pits and North of ½ the distance from the field to the neighbour's houses.

FIELD OPERATING PROCEDURES

1. The pit area is for storing and preparing models for flight. Access to the pit area is limited to pilots and their assistants.
2. The pilot area is the area adjacent to the flight line and is restricted to pilots and their assistants only.
3. Flying area is barred to all, including pilots, except for takeoff and retrieval.
4. TAKEOFF - pilot is to obtain approval from all operating pilots before entering or taxiing in the FLYING AREA.
5. RETRIEVAL - The pilot of a downed aircraft is to obtain approval from all operating pilots before entering the FLYING AREA. Operating pilots are to give permission only if they can maintain a safe height. No touch and go's or deliberate landings are to take place until the retrieval is complete.
6. Aircraft shall not be taxied in the pilot or pit areas.

7. No more than five (5) aircraft are to be in the air at one time unless entered in a competition requiring more than five (5) aircraft.
8. Pilots shall announce their intention to land.
9. Spectators shall remain behind the protective fences in the spectator area during flying activities.
10. Vehicles are to be parked in the designated parking areas.
11. The first flight of any new aircraft shall be conducted with no other model aircraft flying.
12. All pilots using the facility must be prepared to show their valid Club and MAAC membership cards.
13. Effective mufflers are mandatory on all engines larger than .051. Small quiet four-cycle engines may be exempt.
14. Excessive running of engines on the ground (break-in, checking settings, or tuning) is to be done well away from the pits or pilot area.
15. Flight times shall be limited when they interfere with flying time of other pilots. Pilots should limit their use of a frequency for field adjustments, when others are waiting for the same frequency.
16. Inform your guests of our safety rules.
17. Wednesday evening from 5:30 p.m. until dusk is designated as a training night. Priority is given to beginners and instructors during this time. When training is taking place, non-students must obtain permission from the instructors before flying.
18. At non-field sites, such as at float flies where access to the flying area is not under the control of the club, extra safety procedures should be implemented. These should include the use of a spotter to watch for changing safety conditions.
19. All flying shall cease during field maintenance.

REVISED and APPROVED

January 2014

FREQUENCY CONTROL

1. Members must use a Frequency Control Pin.

A standard clothespin may be used. Write your name and your channel number on the pin. Frequency pins marked with your name and 2.4 GHz are to be used for 2.4 GHz Spread Spectrum radios.

Older, pre 1991, wide band 72 MHz transmitters are not permitted.

2. While at the flying field, do not turn on your transmitter until you have checked to see that your frequency is not in use and you have placed your frequency pin on the frequency control board. *Use of transmitters on adjacent frequencies is permitted on the condition that ground checks have been made to ensure that interference will not occur.*

When you are not using your transmitter, be sure that it is turned off and that your frequency pin is removed from the frequency control board.

TRANSMITTER IMPOUND

When a transmitter impound area is in use, place your transmitter in the impound area when your frequency pin is not on the control board.

SLOPE SOARING

Slope soaring is permitted to the North of the model airstrip. Pilots must place their frequency pin on the control board before going to the slope.

Slope and model runway activities are not permitted at the same time. Pilots are expected to coordinate their activities.

Excerpts from

THE MAAC MSD-3 SAFETY CODE

ALL Model Aircraft Rev.1 May 30, 2013

1. All members shall review and comply with the MAAC Safety Code, the specific rules of any special interest category and any rules established for the specific flying site and/or event.
2. The Safety Code and its attachments may be amended from time to time. All members shall

review these documents for any such changes. Notification of all changes approved by the Board of Directors will be posted on the MAAC Web site as well as recorded in Model Aviation Canada in a prominent location so identified and will include the effective date of the changes.

3. No member shall operate a model aircraft in a careless, reckless or otherwise dangerous manner that may pose a hazard to persons or property.

4. No member shall operate a model aircraft while under the influence of alcohol or judgement impairing drugs.

5. No member shall operate a model aircraft in Canada weighing more than 35 kilograms (77.2 pounds) including fuel and payload unless he or she has a Special Flight Operations Certificate (SFOC) from Transport Canada.

Excerpts from

THE MAAC MSD-6 SAFETY Code

3.1 All Model Aircraft March 24, 2013 All members flying General Category R/C Model Aircraft shall adhere to the following.

1. No member shall operate a R/C model at a MAAC registered flying site until he or she has demonstrated that he or she can control the model in a safe and competent manner or is under the direct supervision of a qualified instructor.

2. No member shall fly a R/C model aircraft in competition or at an event to which the general public has been invited until the model has successfully completed a test flight or series of test flights to prove that it is airworthy and that the pilot is familiar and comfortable with its flight characteristics.

3. No member shall fly a R/C model aircraft designated as a special interest category type or participate in any competition involving that category until he or she has read, understands and intends to comply with all rules specific to that category.

4. All members shall prior to the first flight of the day conduct a thorough preflight inspection of all control linkages and control surfaces for correct direction of movement and secure installation and conduct a proper range check of the radio system.

5. All members shall use an appropriate method of restraining their model during starting and ground running of the model or during a range check when it is conducted with the motor running or where there is any danger of the motor starting as in the case of electric powered models.

6. No member shall fly directly over pit or spectator areas, vessels, vehicles, structures or any other areas where there are people.

7. All members shall make the initial turn after take off away from the pit, spectators and parking areas.

8. All takeoffs, flying and landings must be carried out on the side of the flight line opposite the pilot stations.

9. All members shall yield the right of way to all other types of aircraft including full scale human carrying aircraft, UAVs and unmanned balloons.

10. All members shall utilize the assistance of a Spotter and/or a Helper when deemed necessary.

11. A maximum of five aircraft are allowed in the air at any one time for General Category RC flying.

12. All members shall maintain direct unaided visual contact with their model at all times during the flight.

13. All RC flying shall be conducted in an area of the sky and at an appropriate altitude where the consequences of any mishap will not endanger persons or property.

Flight Line – Is a line in any direction that maintains all minimum distances.

(See map located in the frequency control box at the field and on our club web site.)

PRCMFC

FIELD RULES

**Peterborough Radio Control
Model Flying Club Inc.**

REVISED and APPROVED

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Excerpts from

The PRCMFC INC BY LAWS

Each ordinary member shall continually maintain his membership in the Model Aeronautics Association of Canada and should he allow such membership to lapse, he shall immediately lose any rights he may have or have been given to use the Corporation's flying facilities and such rights, if any, shall not be reinstated until such time as such M.A.A.C. membership has been renewed and the Corporation has been provided with proof, acceptable to the board of directors, of such renewal.

Enforcement

Club members who refuse to abide by club rules and regulations or who disregard instructions by the safety officer shall be given formal warning of shortcomings and if corrective action is not taken, they shall have their privileges revoked.