



WRCC Field Rules

**WRCC Field Rules are intended to supplement
(not replace) MAAC rules and regulations**

Our goal is to Fly Safely & Have Fun!

1. All pilots must be WRCC members or the guest of a club member. All pilots must be members of MAAC. Potential new club members may be allowed one or two “trial” flights under the direct supervision and responsibility of a qualified WRCC club member (both must be MAAC members). Only pilots who have been qualified by a WRCC approved instructor shall be allowed to fly solo. (For International guest pilots See MAAC Notam 21-04).
2. Introductory flights to prospective new club members who are not yet members of MAAC be conducted by a designated flight instructor of the club provided that the flights are conducted in accordance with the MAAC Safety Code and that a buddy box system is used. Non MAAC members participating in such flights under the above conditions are covered by the MAAC Insurance Policy.
3. Guests (including children) shall be the direct responsibility of the host/sponsoring member. The safety of guests and visitors/spectators is paramount and they are to remain in the marked spectator area. Guests are to be escorted at all times when forward of the spectator fence, and children in particular are to be closely supervised.
4. All members shall observe all field rules at all times, and shall take every precaution to fly and operate in as safe a manner as possible. A range check must be performed every day prior to first flight. To promote safety, and ensure that help is immediately available if required, it is recommended that members do not fly alone.
5. No vehicles shall be parked on the flying field. Under no circumstances are vehicles to be parked on the waste treatment plant paved roadways.
6. Internal combustion engine powered model aircraft (including helicopters) shall be operated only between the hours of 10:00 a.m. and 9:00 p.m. Electric powered aircraft may be operated outside these hours but must comply with an 80 decibel maximum noise level measured as described in rule #14.
7. All members and guests shall be responsible for their own refuse, and shall endeavor to keep the field in as clean a condition as possible. Please note that glow plugs, bolts and similar pieces of refuse can become lethal projectiles when picked up by a propeller or power lawn mower.
8. All 72 MHz radios must be narrow band. Only RC aircraft frequencies, as approved by the D.O.C. may be used. Permitted Tx frequencies are listed in the MAAC Safety Code.
9. 72 MHz Frequency control procedures shall be in effect. Members are required to provide their own frequency pins indicating the frequency in use. Unpin from the frequency board when not flying. Pins are not to be left on top of the board, as this normally indicates

someone that is awaiting a frequency to become available. Pins abandoned on the board are to be put in the frequency board lock box.

10. The maximum recommended time pins are to be left on the frequency board is 15 minutes, particularly when another member, present at the field, is sharing the same frequency.
11. When retrieving aircraft, the transmitter must stay inside the flying field. The Tx shall not be taken to the aircraft (for retrieval outside field limits) and it is recommended that the Tx be left at the pilot station. Two people maximum are allowed in the farmer's crop to retrieve aircraft (to minimize crop damage).
12. Pilots shall not stand on the surface of the active runway at any time. It should not be necessary to cross the active runway or flight path except when taking off, or for the retrieval of downed aircraft.
13. All flying will be done to the East (far side) of the North-South runway. Pilots are encouraged to fly parallel to the runway. The 'flight line' is a line extending to infinity, parallel to and on the inner edge of the runway. There will be NO FLYING west (on the pilots' side) of the flight line under ANY CIRCUMSTANCES. Do not fly near the highway or service road. This rule may be modified under special circumstances (e.g. pylon racing events). However, it should be recognized that it is a hazardous condition when any aircraft is allowed to pass between the pilot and the pit area.
14. All flying and landings are to be done while the pilot remains at a pilot station. There will be no free taxiing behind the flight line, except from the start areas directly to the flight line. Planes may also be either carried or walked under tether from the start area to the flight line.
15. All models being flown shall conform to regulations governing safety and noise emission. All model engines must have attached an effective silencing device (muffler). The standard of acceptable noise level for operation at the field will be 90 decibels (slow C-weighting) measured at (7) meters from the model, with the engine set at full throttle.
16. To stand behind their models to takeoff, pilots should proceed to the flight line by walking around and away from the pilot stations to avoid placing their transmitter between pilots and their airborne models.
17. Aircraft shall not be brought to the flight line by passing between or near the pilot stations. Instead, the aircraft shall be brought directly to the ends of the runway from the start areas. Every effort must be made to keep running aircraft away from the pilots at the pilot stations.
18. All planes must be started in either of the two designated starting areas at the north and south ends of the pit area. Propeller driven planes are to be started facing towards the runway/away from the spectator area. Jet aircraft must be started with the exhaust facing away from the spectator area. Plane restraints must be used; either a tail fork, a person holding the plane, or using a start table. A wing up against a field box is not considered proper restraint. Observe proper field etiquette by avoiding the positioning of your aircraft in such a way that the prop wash or exhaust blows onto other members' aircraft, or otherwise poses a hazard or problem. Refrain from running engines at full throttle for

extended periods in the pit area – if necessary take your plane to the engine test area at the north end of the field.

19. Members are expected to follow all directions given by the WRCC Safety Officers. In short, if a question arises concerning a judgment, the WRCC Safety Officers' directions shall be followed and the matter may be brought up later with the WRCC executive. Our Safety Officers are working on behalf of the membership - Safety is everyone's responsibility, and everyone is expected to help out in this respect.
20. There will be no smoking or open flame sources east of the spectator fence line.
21. The altitude limit is 400 feet above ground, but may be approved higher in accordance with Transport Canada or MAAC Rules.

HELICOPTER SPECIFIC FIELD RULES

1. No hovering behind the flight line.
2. Keep hovering to a minimum when the runway is in use.
3. Hovering only flights or set-up flights are to be done in the hovering area.
4. Only TWO helicopters are allowed in the hovering area at one time.
5. Pilots may move the hovering area pit fence to desired position to allow the model's nose to be placed into the wind with the pilot standing behind the model/pilot fence.
6. If a pilot desires to move from the hovering area, the model is to be carried over to the active flight area. No hover taxi between the two flight areas.

ALL HELICOPTER PILOTS SHALL FOLLOW ALL RULES ADDRESSED TO THE FIXED WING AIRCRAFT AND ARE ENTITLED TO ALL FIXED WING PRIVILEGES.

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