

MPPD 5 **Responsibilities of a MAAC Club.**

- . **5.1** Club Officials should ensure that all members read, understand and comply with the MAAC Safety **Code**.
- . **5.2** Officials should develop a list of guidelines specific to the club's activities and its flying site and ensure that all members read, understand and comply with those guidelines.
- . **5.3** Officials should have a procedure in place to verify that all members of the club are current members of MAAC, and that all guest flyers at the club's flying site(s) are current MAAC or AMA members.
- . **5.4** Officials should determine the type, size and performance of models that can be safely flown at their flying site(s) and specify them in their club Flying Site Guidelines.
- . **5.5** Officials should determine the need for Spotters based on local conditions such as (but not limited to) the number of models in the air or intended to be launched, current weather conditions, pilot experience, proximity to other traffic, etc.

- . **5.12** Officials should post up-to-date copies of the club's flying site guidelines, and any other pertinent safety information from the MAAC Safety **Code** specific to the type of flying or special interest category in a conspicuous location accessible to all flyers.
- . **5.13** Officials should ensure that no flying is permitted when field maintenance crews are working in areas where they might be over flown.

. **MSD 06 General Category R/C Model Aircraft.**

- . **5.5** 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. Where possible carry out a functional check of: a. **Range Check:** Where prescribed by the manufacturers operating instructions; all members shall perform a range check before the first use of the day and after any mishap that requires repairs (**MSD 17** - Radio Spektrum); and b. **Fail Safe:** On modern R/C equipment, ensure the Fail Safe function (enables the operator to preset parameters such as throttle position to return to a safe setting in the event of a loss of contact between the transmitter and the receiver) operates as described. Refer to **MAP 11** - Setting the Fail-safe Feature on Modern R/C Equipment for additional information.
- . **5.6** All members shall use an appropriate method of restraining their model during starting and ground running of the model or during range checks when conducted with the motor running or where there is any danger of the motor starting as in the case of electric powered models.
- . **5.9** No member shall fly a model directly over pit or spectator areas; vessels; vehicles; and structures; no-fly zones as designated on the club field layout or any other areas where there are people or emergency response personnel performing their duties.
- . **5.10** All initial turns after take-off shall be made away from the pit, spectator and parking areas.

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

MSD 3 All model aircraft

- . **4.3** All members operating a model aircraft either for sport or in competition shall adhere to the following basic requirements. Because these are basic requirements and because the safe operation of a model aircraft can be influenced by many factors such as local field conditions, weather, size of gathering, mix of model types etc. local club officials, event organizers or other assigned responsible persons shall provide interpretation, clarification and enhancements as necessary to ensure safe flight.

5.0 Required Action.

- . **5.1** 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.
- . **5.2** 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.
- . **5.3** No member shall operate a model aircraft in a careless, reckless or otherwise dangerous manner that may pose a hazard to persons or property.

- . **5.4** No member shall operate a model aircraft while under the influence of alcohol or judgement impairing drugs.
- . **5.5** 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 and has arranged for his or her own insurance coverage. Members are further cautioned that any model weighing more than the above limit is considered by Transport Canada to be an Unmanned Air Vehicle (UAV) and may be subject to Air Regulations not normally applicable to model aircraft as defined.
- . **5.7** No member shall create a hazard by carrying in or dropping from a model aircraft any object that may endanger persons or property.