

North of Superior Flyers' Club Requirements For Members

GENERAL

While these requirements could likely be replaced with the phrase "Use common sense" in an ideal world, we happen to live in this real one. So here are some common sense club requirements. (The use of the words he/him/his shall be construed to mean she/her/hers as appropriate.)

All flying is restricted to NOSF members and their guests who have current MAAC or AMA membership.

Rockets, turbine or pulse jet powered aircraft, large fuel and electric powered helicopters, are not permitted at our field.

Exceptions: Small "E" or electric powered helicopters and 3D electric type aircraft may be flown, but only from the designated "Electric/Park Flyer" flight boxes 1A & 5A. Pilots using these flight boxes must at all times stay clear of the main flight line.

For further information see: *Electric Aircraft Use of the Park Flyer Field Area* below.

PARKING AND FIELD MAINTENANCE RESPONSIBILITIES

The first member to arrive at our field shall open the gate barrier.

In early spring or late fall when the ground is soft (or any other time if conditions so warrant), park near – but not blocking – the gate, and then walk to the pit area.

Parking shall otherwise be along the South (Left, as seen from the gate) side of the cut parking area.

Each member is responsible for the safety and control of his guests and his/their children and pets.

Each member shall remove all trash (including that of his guests) upon departure.

The last member to leave our field shall properly close the gate barrier.

TRANSMITTER AND FREQUENCY CONTROL

Transmitters must be placed in the impound rack on arrival at the field, and only removed from the impound when the pilot has the required frequency pinned, or is departing the field. Each transmitter shall be turned off at all times unless the pilot has that frequency pinned.

All pilots must place their MAAC card appropriately on the field frequency board to serve as a frequency pin while flying. (A comparable arrangement shall be made for AMA guests.) Our club prefers a two-frequency-gap between active frequencies. With the agreement of both members with closer or immediately adjoining frequencies, they may pin at the same time.

Pilots using the new Spektra or any digital type SSR Radios shall display their MAAC card on the frequency board when flying. A maximum of 5 pilots in the air at any one time, using any combination of radio type, (standard PPM/PCM and/or SSR), shall always apply.

Frequency pin must be removed from the board channel position when the transmitter is not in use.

ENGINE CONTROL

Mufflers are required on all engines over 0.156 cubic inch displacement. Flow-thru mufflers are prohibited.

No engine run-up (high rpm check of engine) is permitted in the pit preparation area (on or adjacent to the pit matting). The aircraft must first be moved forward in the pit area about 3 metres.

Starting stalled engines on the active runway is prohibited if another pilot is using/about-to-use the runway or one of the five main flight stations; aircraft must be removed to a taxi or pit area for restart.

FLYING AND GROUND SAFETY PROCEDURES

Every flyer shall obey the MAAC Safety Code at all times.

Main Runway Use

No more than five (5) flyers may use the main runway, including the "Electric/Park Flyer" flight boxes 1A & 5A at any one time.

There shall be no taxiing in the pit area as defined by area "K" on the field layout map.

No running aircraft should ever face back into the pits.

All take-offs must be made using the runway. Other than during emergencies, all landings shall be onto the runway.

All flying, take-offs and landings must be performed with the pilot at a designated flight pad. If required for training purposes or testing a new/modified aircraft, take-off may be performed with the pilot behind the aircraft, providing approval has been obtained from all flight-line pilots prior to travel onto the main runway.

Every flyer using the main runway or flight positions shall loudly announce to any others currently flying his intention to:

- taxi onto the runway;
- take off;
- do touch-and-goes;
- land;
- move onto, or cross, the runway for any purpose and again announce when he is clear of the runway.

Every flyer currently using a flight position/pad shall confirm/acknowledge the flyer's intentions above:

Every flyer shall loudly, and immediately, shout a warning to all persons present if:

- he loses control of his aircraft; or
- his aircraft comes across the line of flight; or
- the flight begins to threaten the safety of anyone.

No more than two (2) people (pilot and observer) may occupy any one flight pad. For purposes of this rule, a flight instructor and student pilot together count as one person.

No flying is permitted in excluded areas. Specific examples of excluded areas include, but are not limited to: South of South edge of main runway (for main runway flyers), the spectator area, parking area, neighbouring buildings, and the highway.

No 3D or low flying is permitted over the runway except for landing practice, landing purposes, and touch-and-goes.

The testing of new or rebuilt aircraft requires a second qualified pilot to act as observer whenever other pilots or spectators are present. Exclusive air space is preferred; otherwise, all flight-line pilots must be notified prior to flight.

No aircraft is permitted to face directly into the pit or spectator area with its engine running. This rule also applies to aircraft which are taxiing back from the runway after completing a flight. Aircraft engines must be shut down before crossing the border between the taxiway and the pit area.

Our field is part of an uncontrolled full-size aircraft airstrip, therefore we must be constantly vigilant for unexpected full-size aircraft traffic during any of our field operations.

R/C flyers shall yield “right of way” of their model aircraft to all man carrying piloted aircraft with no exceptions.

When man-carrying piloted aircraft are in proximity of model flying operations, launching of models shall cease immediately, and in-flight models shall be landed if feasible or steered well away from the flight path of the full size aircraft.

No flying is permitted while grass-cutting or field work is in progress.

Electric Aircraft Use of the Main Runway

If electric aircraft have landing gear, and are capable of taxiing and/or taking off from the ground, then their ground and flight procedures are identical to the requirements outlined above.

If electric (or other powered aircraft) do not have landing gear or are incapable of taxiing and/or taking off from the ground, then they shall be carried to a position on the taxiway, or a position forward of a flight pad. The flyer shall check that the runway area is clear, loudly announce take off to any other flyers there, and launch his aircraft in a safe direction. He shall then immediately proceed to a flight pad.

Electric Aircraft Use of the Park Flyer Field Area

Only electric aircraft of limited power and speed (in the category of slow park flyers) may be flown there.

No more than two flyers may use the electric park flyer areas at any one time.

Aircraft to be flown there must be carried to the designated pilot flight stations before launch.

All aircraft flown in this area must not cross the vehicle path beside the main runway, or fly over the spectator area, parking area, neighbouring buildings, and the highway.

MISCELLANEOUS

No alcoholic beverages are permitted anywhere on the field site at any time.

Do not feed the bears.