



WRCC Field Rules

WRCC Field Rules are intended to supplement (not replace) MAAC rules and regulations – our aim is to Fly Safe & Have Fun!

1. All pilots must be WRCC members or a guest of a club member. All pilots, including guests, must be members of MAAC, or if a U.S. citizen, a member of the AMA. An exception will be made to promote the joining of new members. Potential new club/MAAC members may be allowed one or two “trial” flights under the direct supervision of a qualified club member (with MAAC coverage) who assumes responsibility. Only pilots who have been qualified by a WRCC approved instructor shall be allowed to fly solo.
2. 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 be contained in an area subjecting them to the least danger. Only one guest may be at the flight line at a time. Guests are to be escorted at all times when forward of the spectator fence, and children in particular are to be closely supervised.
3. 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. In order to promote safety, and ensure that help is immediately available if required, it is recommended that members not fly alone.
4. No vehicles shall be parked on the flying field. Under no circumstances are vehicles to be parked on the waste treatment plant paved roadways.
5. 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.
6. All members and guests shall be responsible for their own refuse, and shall endeavour 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.
7. All 72 Mhz transmitters must be narrow band standard. Only RC aircraft frequencies, as approved by the D.O.C. may be used - the permitted TX frequencies are listed in the MAAC Safety Code under “RC Field Operations”.
8. Frequency control procedures shall be in effect at all flying sessions. 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 either, as this normally indicates someone that’s waiting for a frequency to become available. Pins left on the board (by someone who’s gone) are to be put in the frequency board lock box.

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9. The maximum recommended time pins are to be left on the frequency board is 15 minutes, particularly when another member is present at the field and sharing the same frequency.
10. 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 minimise crop damage).
11. 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.
12. All flying will be done to the East (far side) of the North-South runway. Pilots are encouraged to fly parallel to the runway. Do not fly close to the highway, or behind the flight line. **NO FLYING OVER OR NEAR THE BUILDINGS.** Flying shall be done in such a manner as to avoid flying over the pit and spectator areas. The pilot shall do all his flying in front of him/herself, and shall not permit the aircraft to fly between him/herself and the stated areas. This rule may be modified under special circumstances (eg. pylon racing events), however, it should be recognized as a hazardous condition when the aircraft is allowed to pass between the pilot and the pit or spectator areas.
13. All landings are to be made from the pilot stations when using the North-South runway.
14. 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.
15. Pilots wishing to stand behind their models to takeoff should proceed to the end of the runway by walking around and away from the pilot stations to avoid placing their transmitter between pilots and their airborne models.
16. Aircraft shall not be taxied to, or carried to the runway by passing between the pilot stations. Instead, the aircraft shall be taxied or carried directly to the ends of the runway from the pit area. Every effort must be made to keep running aircraft away from fellow pilots at the pilot stations.
17. When starting aircraft in the pit area, planes are to be started facing towards the runway/away from the spectator area. Plane restraints must be used; either a tail fork or a person holding the plane. A wing up against a field box is not considered proper restraint. Observe proper field "etiquette" – avoid positioning your aircraft in such a way that the prop wash/turbine exhaust blows onto another members aircraft, or otherwise poses a hazard or problem;

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Refrain from running engines at full throttle for extended periods in the pit area – if you must, take your plane a ways away (suggested area over towards the toilette area).

18. Members are expected to follow the direction given by the Safety Officers. In short, if a question arises concerning their judgement, the Safety Officers direction shall be followed and the matter later brought up to the club executive. Our Safety Officers are working on behalf of the membership - Safety is everyone's responsibility, and everyone's expected to help out in this respect.

HELICOPTER SPECIFIC FIELD RULES:

1. No hovering behind the pilot stations.
2. Try to keep hovering to a minimum over the runway when the runway is in use.
3. Hovering only flights and/or set-up flights are to be done in the hovering area when runway is in use.
4. Only TWO helicopters allowed in the hovering area at one time.
5. Pilots may move hovering area pit fence to desired position to allow the models 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, he/she is to carry the model 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.