



SUN CITY PROP BUSTERS

Radio Control Club
Estevan, Saskatchewan, Canada

Conduct and Safety

November 2020

It shall be the responsibility of all Sun City Prop Busters (SCPB) club members to observe and to see to the enforcement of all club common sense rules and regulations. Each member shall have the responsibility to see that other members and guests obey all such rules and regulations for the safety and consideration of all, as well as for our insurance requirements. See No. 20.

1. The SCPB Rules of Conduct and Safety are used in conjunction with Model Aeronautics Association of Canada (MAAC) rules of safety.
2. All modellers using the club facilities shall be members in good standing of the SCPB club, or a guest of a member. Guests wishing to use the facility for flying or their R/C sport to be appropriately insured as in point No. 3.
3. All members of the SCPB shall hold a current membership in MAAC or appropriate insurance company such as the American Aeronautics Association (AMA).
4. All modellers shall take every precaution to fly and operate in as safe a manner as possible.
5. Newcomers and beginners shall:
 - a. as soon as possible become members of the SCPB.
 - b. obtain membership in the Model Aeronautics Association of Canada (MAAC).
 - c. observe all general club rules when flying or operating R/C equipment
 - d. have their equipment operating according to the club regulations/standards at the earliest possible date.
 - e. only fly as a guest of and under the supervision of a present member of the SCPB.
 - f. only fly without supervision after becoming a member of the SCPB, achieving A Wing (or greater) status, and with MAAC membership.



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6. All full-sized vehicles (including automobiles, bicycles, motorbikes, ATVs and trucks) shall not be driven on the flying field or runway surfaces, except when necessary as in an emergency situation such as an injury, or in maintenance of the club field, as well as transportation of the pylon stand, or frequency board.
 7. When not in use, all full sized vehicles shall be parked in designated areas.
 8. All modellers and guests shall be responsible for their own refuse and shall endeavour to keep the field and surrounding areas in as clean and tidy a condition as possible. Do not discard batteries at the facility garbage.
 9. At any flying session, pit areas are established and should be adhered to. No one shall be allowed to pit in any other area and no one shall be allowed to pit at or near the approach to the runway in use.
 10. Under no circumstances shall two flight runways be in use simultaneously. R/C trucks and cars shall have their own area an appropriate distance from the flight area and pit area of R/C pilots.
 11. High speed taxi runs within the pit areas are specifically prohibited. Models taxiing through the pit areas shall proceed at a walking speed.
 12. Flying shall be done in such a manner as to avoid flying over pit areas, buildings, parking lots, picnic areas, and spectator areas. A deliberate low pass over these areas shall be subject to immediate discipline up to revoking flying privileges or cancellation of membership.



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13. Procedures for **Take Off:**

- a. If you are a new to the sport or inexperienced pilot (unqualified – without a “Wings” status), have an instructor with you, in all cases a spotter is recommended.
- b. Check to be sure you are the only modeller using your frequency before you turn your transmitter and model on for older transmitters using _____ bands.
- c. Check to ensure your transmitter antenna is fully extended or bent appropriately (depending on transmitter).
- d. Check all craft’s controls to see that they are operating correctly.
- e. When running an engine on the ground, the plane's propeller cone should be pointed away from the pit area and/or other modellers.
- f. With the engine running, hold the aircraft back and check to see that your motor will increase rpm. and throttle down correctly.
- g. Check to be sure that another model has not already started on its final approach to landing. **A landing aircraft shall have the right of way.**
- h. You are now clear to take off. Consider what course of action you would take so as to insure the safety of other members if during the course of take off if your engine was to fail.
- i. Check the windsock for wind direction. Take off and climb out in a safe and reasonable manner, into the wind if possible. Advise in a clear loud voice your take off.
- j. A take off shall not be proceeded with if any person or obstruction is on the runway in use, or in the flight path.



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14. Procedure for Landing:

- a. When an aircraft is preparing to land, and another is preparing to take off, the aircraft landing shall have the right of way. There shall be no more than one aircraft landing at a time, and no aircraft shall take off until all clear.
- b. A dead stick landing (engine died/failure) has rights over all other landings or take offs. Yet, a modeller shall be expected to abort his landing path if to continue will jeopardize the safety of another, other equipment, vehicles or buildings.
- c. Always advise **in a loud and clear voice** that you are landing, whether under power or dead stick (engine quit/failure). Especially advise if you are “dead stick”
- d. Under no circumstances, whether dead stick or otherwise, is a model to be allowed to land between the flyer and the pit area. If in doubt or trouble, a model should be landed away from everybody.
- e. Check, or have someone else check, (spotter) to see that the runway is clear.
- f. Perform a safe landing pattern and land into the wind.

15. Modellers should not stand on the surface of the active runway at any time during take off. Pilot stations are provided. All pilots are expected to stand at the pilot stations. While the model is airborne, a pilot shall stand back of the edge of the runway at the pit station. Except for retrieval of downed aircraft, it should not be necessary to cross the active runway or flight path. Before retrieving his aircraft, a modeller should ensure that no other aircraft is about to land or take off. He shall advise the other flyers that he is about to retrieve his downed aircraft in a loud clear voice, wait for acknowledgement from others, and proceed to collect his model as rapidly as possible.

16. Frequency control procedures will be in effect for all flying, as well as at R/C sessions. The frequency pin system for pilots, is available for those pilots



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using transmitters in the _____ ranges., shall be enforced for those so equipt.

17. Spectators, children, pets shall not be allowed in the pit area or on the flying field. Regardless, they should be accompanied and supervised by a club member.
18. Except under special circumstances, members, guests, and visitors shall not indulge in any activities on the flying field not related to flying model aircraft. R/C cars, trucks etc. will have their own area/track for their sport.
19. All models whether aircraft or car/truck R/C craft shall conform to regulations in effect covering noise emissions. Model aircraft with engines with a total displacement in excess of .15 cubic inches should be fitted with a silencing system which will reduce sound output to an acceptable level. Failure to have a muffler at a flying or R/C session except when the muffler is lost at that particular session, shall mean the modeller shall not fly his aircraft or run his R/C equipment. New engines can be run without mufflers when mounted in a test stand located away from other enthusiasts. No flying or R/C equipment running shall be done without an appropriate muffler.
20. In order for the club to maintain ownership of the field and land area, and in order for insurance purposes rules for safety and consideration of others and their equipment these common sense rules are established, and are to be followed. Failure of club members or guests to obey the club rules and regulations shall be considered unsportsmanlike conduct and could be subject to discipline up to request to leave the field, sporting privileges revoked. In fact, the club could lose their field or be subject to a lawsuit.

While all members are expected to actively enforce the club rules and regulations for the consideration and safety of all, a conflict may occur. When a conflict arises, it will be the duty of any of the club executive to see to rule



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enforcement. The reasonable enforcement of these rules and regulations shall be as per the interpretation of the club executive or any one of them and their decision shall be final.

Causes for immediate suspension of flying or R/C privileges:

- a. failure of a modeller to have his aircraft or R/C vehicle meet club standards,
- b. failure to have MAAC and club membership, and
- c. flagrant disrespect of the rules and regulations which ensure safety of all.

Exceptions can be made in reasonable circumstances, but when these important safeguards are abused, SCPB will have no choice but to deny the modeller the right to fly at the Club's field or use club facilities for other R/C interests. The modeller may be a spectator, unless the situation was abusive. Abuse: swearing, physical or verbal altercation.

When a modeller is guilty of unsportsmanlike conduct, the executive, or any of one of them, shall have the right to, and be expected to, suspend the flying or R/C privileges of that modeller. In all situations of flagrant abuse of the rules and regulations, it is expected that other club members report breaches of the club rules and regulations to the executive for such disciplinary action as is deemed.

Safety infractions will be dealt with in the following manner:

1. 1st offence: Verbal warning.
2. 2nd offence: Suspension for 24 hour period.
3. 3rd offence: Suspension until the next monthly meeting where the offence will be discussed by the voting membership.



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Any individual may be handed a 24 hour suspension for first offence if the infraction has caused an accident or near accident due to carelessness or defiance of club safety rules.

21. Termination of a modeller's membership in the club for persistent disregard of the club rules and regulations shall only be done on a majority vote of the club membership.
22. No member or guest shall operate any model on the club field while under the influence of alcohol or non prescription drugs. There will be no consumption of alcohol by any active flyer during a flying session.
23. The Sun City Prop Busters has adopted a Wings Program by which all those members with aircraft, and their guests who wish to pilot their craft, shall abide. The program is based on MAAC's WINGS program.
24. The last modeller leaving the field shall ensure that the gate is locked and the premises secured. This includes locking up equipment into the buildings, shutting off power switches, closing and locking building doors and windows, cleaning up refuse, and locking the gate.
25. In case of club-related accident or injury, club executive are to be contacted immediately and appropriate MAAC incident forms are to be filled out immediately, with no exception. The forms include:
 - MAAC Incident Report
 - MAAC Club Executive Incident Report
 - MAAC Witness Incident Report

The executive is responsible to file these completed forms immediately with MAAC. These forms are located on a clipboard in the War Room as well as inside the Conduct and Safety booklet or from the Secretary/Treasurer of the club.



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26. MAAC requires sanction forms be completed for Fun Fly's, Static Displays, Air Shows, etc. Sun City Prop Busters adheres to completion of these forms in order that events are approved by the area MAAC Zone Director.

www.suncitypropbusters.com

Executive as of January 2020

<p>Mr. Art Dougherty President</p> <p>Box 1067 Estevan, SK S4A 2H7</p> <p>Phone: (306) 421-7023 email: adougherty2@sasktel.net</p>	<p>Mr. Trevor Gessner Vice President</p> <p>801 Isabelle St. Estevan, SK S4A 1R2</p> <p>Phone: (306) 461-9447 email: tgessner@sasktel.net</p>	<p>Mrs. Shelley Folbar Secretary/Treasurer</p> <p>1281 Veterans Cr. Estevan, SK S4A 1Z9</p> <p>Phone: (306) 421 3668 email: bsfolbar@sasktel.net</p>
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Webmaster, Shelley Folbar