



# SUN CITY PROP BUSTERS

Radio Control Flying Club  
<http://suncitypropbusters.com>  
Estevan, Saskatchewan, Canada

## Conduct and Safety

Preamble: Sun City Prop Busters Radio Control Club of Estevan (SCPB) prioritizes member, guest, and public safety. We follow common-sense in-house rules of conduct and safety as outlined in this document, as well as the safety code of our insurer, Model Aeronautics Association of Canada ([MAAC](#)) (who are directed by Transport Canada). We carry insurance to operate on land owned by our leaser, Prairie Mines and Royalties IIC. All club members must follow club rules and regulations so all can enjoy a safe and courteous experience at our facility.

1. All those wishing to use the facility for flight or 1/10<sup>th</sup> scale racing must be members of the Sun City Prop Busters (SCPB) and hold a current membership in Model Aeronautics Association of Canada ([MAAC](#)) for insurance purposes. Guest pilots/racers must be properly registered with MAAC prior to piloting/racing.
2. All modellers must take every precaution to operate their craft in as safe a manner as possible.
3. Newcomers and beginners shall:
  - a. As soon as possible become members of the SCPB.
  - b. Obtain membership in MAAC.
  - c. Observe all general club rules when flying/racing.
  - d. Have their equipment built and operating according to a SCPB endorsed instructor who will qualify the craft for flight or will require appropriate repairs.
  - e. Only fly or race on the 1/10<sup>th</sup> Scale Racing Oval as a guest of and under the supervision of a present member of the SCPB.
  - f. Fly only without supervision after becoming a member of SCPB, obtaining MAAC membership and achieving "A" Wing status.



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4. All full-sized vehicles (including automobiles, bicycles, motorbikes, and trucks) are not to be driven on the flying field, runway surfaces or 1/10<sup>th</sup> scale track, except when necessary in maintenance or transportation of needed equipment.
  - a. When not in use, all full-sized vehicles are to be parked in the parking lot or other designated areas.
  - b. Unloading flight craft from vehicles can be done behind the clubhouse, behind the tractor shed and to the north of the tractor shed. Then the vehicle should be removed to designated parking.
  - c. Unloading and parking for 1/10<sup>th</sup> scale racing equipment can be done east of the 1/10<sup>th</sup> scale oval.
5. All modellers and guests are responsible for their personal effects and shall endeavour to keep the facility in as clean and tidy a condition as possible.
6. **FLIGHT:**
  - a. Runway:
    - There are designated pilot stations with barriers which must be used at all times when piloting aircraft.
    - Except for retrieval of downed aircraft, it should not be necessary to cross the active runway or flight path. Before retrieving their aircraft, the pilot should ensure that no other aircraft is about to land. He shall advise the other flyers in a loud clear voice that he is about to retrieve his downed aircraft **and wait for acknowledgement** before proceeding to do so as rapidly as possible.
  - b. Pit:
    - The pit area is in front of the clubhouse and tractor shed (to the east of the buildings). No one shall pit in any other area and no one shall pit at or near the approach to the runway in use.



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- Taxiing in the pit area is prohibited.
  - Airplane nose to point away from the clubhouse so that if the pilot loses control of the craft while in the pit area the craft will move towards the empty field, not toward the clubhouse.
- c. Flying must be done in such a manner as to avoid flying over pit areas, parking lots, picnic areas, and spectator areas. A deliberate pass over these areas will be subject to immediate discipline which could escalate to removal of privileges of membership for more than one occurrence.
7. Procedures for **Take Off**:
- a. If your radio transmitter uses 72 MHz
    - Check to be sure you are the only pilot using your frequency before you turn your transmitter and model airplane on.
    - Place your frequency pin on the frequency board – call out what frequency you wish to use should the frequency be covered by another’s pin. Wait until that pilot has safely landed and turned his equipment off prior to turning your equipment on.
  - b. Point “7. a” is not necessary for those with radio transmitters using 2.4 GHz multi-channel transmitters.
  - c. Always turn your transmitter on first, then your craft. To shut down always shut the craft’s motor off first, then the craft’s radio equipment. Only after the craft has been shut down, turn the transmitter off.
  - d. Check all controls of your aircraft to see that the controls are operating correctly.
  - e. Hold the aircraft back and check to see that your motor will increase rpm and throttle down correctly. Hold the aircraft nose up to ensure that the engine runs smoothly while throttling up and down.
  - f. Check to see that your antenna is extended fully (72 MGz).



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- g. The pilot (and their spotter) must stand at the pilot station.
  - h. Check to be sure that another model has not already started on its final approach to landing. **A landing aircraft has the right of way.**
  - i. You are now clear to take off. Consider what course of action you would take so as to ensure the safety of others if, during the course of take-off, your engine fails.
  - j. Take off and climb out in a safe and reasonable manner, facing away from the clubhouse and spectators.
  - k. A take-off shall not be proceeded with if any person or obstruction is on the runway, or in the flight path.
8. Procedure for Landing:
- a. When one aircraft is preparing to land, and another is preparing to take off, the aircraft landing shall have the right of way.
  - b. A dead stick landing has rights over all other landings or take offs. Yet, a modeller is expected to abort his landing path if to continue will jeopardize the safety of others or damage stationary models on the ground.
  - c. Always advise in a loud and clear voice that you are landing, whether under power or dead stick. If you have no control over the aircraft, advise in a loud clear voice.
  - d. Under no circumstances, whether dead stick or otherwise, are you allowed to land between the pilot and the pit area. If in doubt or trouble, land away from everybody.
  - e. Check, or have someone else ie. your spotter, check to see that the runway is clear. **A landing aircraft has the right of way.**
  - f. Perform a safe landing pattern and land into the wind.
  - g. Taxi at walking speed toward where you have set up in the pit area.
  - h. To shut down always shut the craft's motor off first, then the craft's radio equipment. Turn the transmitter off last.



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9. Use every recommended precaution when charging lithium packs at the club facility as these packs are dangerous if not handled correctly. All lithium batteries are to be disposed of correctly, and not at the facility.
10. Spectators and children are not to enter the flight pit area, the flying field or the 1/10<sup>th</sup> Scale Racing Oval.
11. Except under special circumstances, members, guests, and visitors are not to engage in any activities on the flying club premises not related to flying model aircraft or 1/10<sup>th</sup> Scale Racing unless approved by the Executive. Of special concern is open fire.
12. The last member leaving the flying field must ensure that the clubhouse, tractor shed, and gate are locked and the premises secure.
13. **Noise:**
  - a. All fueled model aircraft with engines with a total displacement in excess of .15 cubic inches must be fitted with a silencing system (muffler) to reduce sound output to an acceptable level.
  - b. New fueled engines can be test-run without mufflers when mounted in a test stand located away from other flyers.
  - c. All fuel 1/10<sup>th</sup> Scale Race vehicles must have a muffler.
  - d. All battery powered craft are exempt from the muffler stipulation.



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### 14. Conduct:

- a. Failure to honour the club rules and regulations is unsportsmanlike conduct and could result in removal from the property, suspension, or removal of membership privileges.
  - i. While all members are expected to actively enforce the club regulations and rules, when a conflict arises the present Executive (or any one Executive member) is responsible for enforcement.
  - ii. The reasonable on-the-spot enforcement of club rules and regulations will be at the interpretation of the club Executive and the decision is final.
  - iii. Failure of a member or guest of a member to have their craft meet common safety and build standards and include a proper personal identification label, as required by MAAC, shall be cause for immediate suspension of flying/racing privileges until standards are met.
- b. When a modeller is guilty of unsportsmanlike conduct, the Executive, or any of one Executive member, has the right to, and is expected to suspend the flying 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.
- c. Safety infractions will be dealt with in the following manner:
  - 1st offence: Verbal warning - by any witnessing member, reports to the Executive. \* (Members have been known to report themselves.)
  - 2nd offence: Verbal warning by witnessing member and reported to



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Executive, suspension for 24 hour period.

3rd offence: Witnessing member reports directly to Executive, Executive issues suspension until the next monthly meeting where offence/s will be discussed by the voting membership.

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

- d. Termination of membership in the club for persistent disregard of the club rules and regulations will be only by a majority vote of the club membership.
  - e. The club membership fee is non-refundable if membership is terminated for cause.
15. No member or guest shall operate any model on the club facility while under the influence of alcohol or drugs.
16. [1/10<sup>th</sup> Scale Racing Oval General Rules](#)
17. SCPB has adopted [MAAC's Wings Program](#) to ensure certain standards of flight are met, and [MAAC's Safety Code](#).
18. [Transport Canada](#)

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2023

\_\_\_\_\_  
President, Art Dougherty

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Vice President, Trevor Gessner