

EDMONTON RADIO CONTROL SOCIETY

BREMNER FIELD RULES

1. RULES/AUTHORITY TO ENFORCE

- 1.1. All members of the Edmonton Radio Control Society (ERCS) have the authority to enforce these rules.
- 1.2. The Board is empowered to take actions ranging from a letter of reprimand, suspension of flight privileges, to expulsion from the club. Board actions will be taken on an individual incident and severity basis.
- 1.3. ERCS members are obliged to advise an offender of an infraction.
- 1.4. Pilots must adhere to Model Aircraft Association of Canada (MAAC) Safety Code Rules
- 1.5. ERCS members are responsible to be familiar with the rules and to ensure their guests are informed.

2. QUALIFICATIONS TO FLY

- 2.1. All persons flying at the field must have current ERCS and MAAC memberships.
- 2.2. Guests who have a valid MAAC or American Modellers Association (AMA) membership may be allowed to fly under the sponsorship and supervision of an ERCS member. Guests are limited to two visits per year (contests and events exempt).
- 2.3. While flying, inexperienced pilots must be accompanied by a Wings Instructor until they have passed the Wings Program test.
- 2.4. ERCS members must carry their ERCS and MAAC membership cards with them to the field.

3. FREQUENCY CONTROL

- 3.1. Anyone causing a crash through interference with a person who rightfully has a frequency tagged will be held responsible for the damage caused and must replace, repair, or pay for the damage. If required, the ERCS Board will decide responsibility. The Board's decision will be final.
- 3.2. Frequency Control Board
 - 3.2.1. To use the frequency control board each pilot must have a separate identification tag for each transmitter. This tag shall be 1 1/8" wide by 4" long with a clothespin attached to the back with the owner's name, MAAC number and frequency number clearly marked. The ID tag shall be attached to the frequency board prior to the transmitter being turned on. An ID tag will be required for each transmitter that is on an approved aircraft frequency.
 - 3.2.2. When it is your turn to fly, your ID tag must be clipped onto the frequency control board and centered on your frequency, including 2.4GHz. If another tag already on the board does not allow this, you may not turn on your transmitter until the other tag has been removed by its owner. The fact that the tags overlap partially onto the adjacent frequency is intentional. This provides protection against adjacent channel interference common to most makes of radio receiver manufactured prior to 1992. Overlap of adjacent tags is allowed with the consent of the two flyers. A ground check with both radios operating shall be performed to ensure no interference.
 - 3.2.3. When your flight is over your ID tag must be removed from the board. Remember - you are preventing THREE frequencies from being used when your tag is on the board.

- 3.2.4. If another flyer has the same frequency as you, maximum flight time allowed per flight is 12 minutes. This means that frequency ID tag should be on the board for no longer than 15 minutes.

4. ENGINES AND MUFFLERS

- 4.1. Engines must be equipped with a muffler that effectively muffles the sound of the engine(s). The maximum allowable noise level is 97 decibels: measured with the aircraft on the ground, and the sound meter held 5 metres away and 1 metre above ground level.
- 4.2. Members are required AND responsible to ensure that their aircraft meet the club noise levels.
- 4.3. ERCS members are responsible to make sure that no models are flown that do not meet the club noise limits. A noise violation must be reported to the ERCS Board. (covered under rule 1.2)
- 4.4. The Board and all club members have the right to enforce the noise regulations.
- 4.5. The club will do periodic checks on noise levels to ensure compliance.
- 4.6. Engines may be started in the pit area in preparation for flight. Extended engine running in the pit area is not allowed.
- 4.7. Engines not mounted in an aircraft shall not be run in the pit area.

5. GROUND AND FLIGHT OPERATIONS

- 5.1. When flying, pilots must occupy one of the pilot stations of the runway in use.
- 5.2. Aircraft must be restrained (either by a helper or mechanical restraint) during starting and preparation for flight.
- 5.3. Aircraft must be carried to and from the pilot line. Larger aircraft may be taxied to and from the pilot line but must be physically held by the pilot or helper until they are in front of the pilot station.
UNRESTRAINED TAXIING BEHIND THE PILOT LINE IS NOT PERMITTED.
- 5.4. After takeoff, all flying and manoeuvres, including touch and goes must be on the far side of the flight line of the active runway.
- 5.5. No aircraft shall be flown over the following areas:
 - 5.5.1. Pit and pilot standing areas.
 - 5.5.2. Parking and public observation areas.
 - 5.5.3. No crossing of the quarter section line to the south of the lease area.
 - 5.5.4. Over active mining operation as defined by Lafarge.
- 5.6. **BEFORE RETRIEVING ANY MODELS THAT GO DOWN IN THE LAFARGE “NO ACCESS” AREAS, APPROVAL/PERMISSION MUST BE OBTAINED FROM LAFARGE FIRST!**
- 5.7. Landing aircraft have the right of way, but the landing pilot must warn the other pilots of his approach.
- 5.8. Hovering and “3-D” flying:
 - 5.8.1. Shall not monopolize the active runway to the detriment of other flyers.
 - 5.8.2. Extended hovering and 3-D flying may be done on the non-active runway, remaining **well** clear of the active.
- 5.9. The maximum number of aircraft flying at one time is FOUR.

6. FLOAT FLYING

- 6.1. There shall be **NO** mixed flying, (i.e. float and wheeled flying at the same time).
- 6.2. When float flying is going on, the frequency board at the main site must be marked appropriately that float flying is occurring.
- 6.3. Float plane pilots must return to the main pit area when wheeled flying is occurring. Their aircraft and equipment may remain in the float fly pit area.
- 6.4. Vehicles may deliver planes and equipment to the float fly area only during the designated float fly time slots. They must be returned to the parking area immediately. Motor homes and large (heavy) trailers not permitted beyond the parking area. If a float fly event is occurring vehicles may be left in the proximity of the float fly pit area.
- 6.5. All flying is to be north of the float fly pit area.
- 6.6. Specific time periods may be designated for exclusive use of either wheel or float flying. During these times the field will be reserved for those types of flying only.

7. FLYING PROTOCOL

- 7.1. During every day flying, the time allocation of float flying to wheeled flying shall be approximately proportional to the number of flyers flying each type of aircraft. For example, one float flyer and four wheeled flyers, the time slot for a float flyer would be approximately 10 to 15 minutes per hour. If multiple float flyers are present then the overall ratio should be determined. Because of multiple frequencies and 2.4 radios, multiple planes of the same type may be flying at once. This may lead to disproportionate time use, but the flyers will need to work this out themselves. During any specific time slot, both groups should have an opportunity to fly.
- 7.2. If a float flyer is requiring time to either assemble or adjust his aircraft it should be done in the main pit area so as not to take away time from those waiting to fly.
- 7.3. **BE** courteous and considerate.

8. PARKING - SPECTATORS

- 8.1. Vehicles are restricted to designated parking areas. No parking is permitted on County roadways, entrance roadway or on flight approach routes. No driving outside of ERCS lease area.
- 8.2. Unsupervised children and spectators are not permitted on the flying field forward of the fence line.
MEMBERS WHO ARE FLYING CANNOT BE SUPERVISING THEIR CHILDREN.
- 8.3. Animals must be leashed and are not allowed on the flying field or in the pit area.
- 8.4. Club property must not be damaged.

9. GENERAL

- 9.1. Pilots must take full safety precautions whenever flying or preparing to fly.
- 9.2. ERCS members are responsible to see that litter is immediately cleaned up, and that all areas kept clean.
- 9.3. No flying before 8.00 a.m. or after 9:00 p.m.
- 9.4. No modification may be made to the field or facilities without approval of the board
- 9.5. Overnight camping is allowed only at sanctioned events.
- 9.6. Rules may be modified to suit club-sanctioned events.