



This document contains safety rules and forms part of the Model Aeronautics Association of Canada (MAAC) Safety Code for all activities described herein. Ensure that you have the latest version; always check the MAAC [Web Site](#).

1.0 Title: MSD 6 - General Category R/C Model Aircraft.

2.0 Purpose: To list and describe the General Category Radio Control (R/C) Model Aircraft Safety Rules and how they apply.

3.0 Definitions Glossary of Terms.

4.0 Discussion / Background.

4.1 A radio control model aircraft is one controlled by a control system utilizing a ground based radio transmitter and an air-borne radio receiver.

4.2 This document covers outdoor R/C flying activities at R/C clubs or other venues involving many different types of R/C model aircraft flying at relatively low altitude in close proximity to a flying field similar to the one described in the MAAC Policy and Procedures Document [MPPD 6](#) – Recommended R/C Flying Site Specifications.

4.3 There are other Special Interest Categories of R/C model aircraft whose flight regimes, field requirements and/or special safety precautions may differ from those contained in this document. These are addressed in Safety Documents located elsewhere in the Safety Code.

4.4 All members flying General Category R/C Model Aircraft shall adhere to the following rules.

5.0 Required Action.

5.1 No member shall operate a R/C model at a MAAC registered flying site until he or she has demonstrated that they can control the model in a safe and competent manner or is under the direct supervision of a qualified instructor.

5.2 No member shall fly a R/C model aircraft in competition or at an event to which the general public has been invited until the model has successfully completed a test flight or series of test flights to prove that it is airworthy and that the pilot is familiar and comfortable with its flight characteristics.

5.3 No member shall fly an R/C model aircraft designated as a Special Interest Group (SIG) type or participate in any competition involving that category until he or she has

read, understands and intends to comply with all rules specific to that category.

- 5.4** Aircraft flown in this category must be equipped with a convenient means for the operator or helper to quickly and positively shut down the various types of engine(s) used; on the ground, or in the air by radio control. For electric powered models, on modern R/C equipment, it is recommended the member program a “Throttle Cut/Arm” function on their radio transmitter (refer to Original Equipment Manual (OEM) for details). This function provides a means to help prevent accidental throttle stick movement and motor operation. See [MAP 6](#) - Tips for operating Electric Powered Models.
- 5.5** All members shall prior to the first flight of the day conduct a thorough preflight inspection of all control linkages and control surfaces for correct direction of movement and secure installation. Where possible carry out a functional check of:
- a. **Range Check:** Where prescribed by the manufacturers operating instructions; all members shall perform a range check before the first use of the day and after any mishap that requires repairs ([MSD 17](#) - Radio Spektrum); and
 - b. **Fail Safe:** On modern R/C equipment, ensure the Fail Safe function (enables the operator to preset parameters such as throttle position to return to a safe setting in the event of a loss of contact between the transmitter and the receiver) operates as described. Refer to [MAP 11](#) - Setting the Fail-safe Feature on Modern R/C Equipment for additional information.
- 5.6** All members shall use an appropriate method of restraining their model during starting and ground running of the model or during range checks when conducted with the motor running or where there is any danger of the motor starting as in the case of electric powered models.
- 5.7** No member shall taxi a model in a pit area so designated on the club field layout or in any other area where there are people. All models shall be carried or in the case of very large models walked to the flight line. The assistance of a helper shall be requested by the pilot if necessary. Where starting areas adjacent and having direct access to the runway are provided, taxiing directly to the runway is permitted.
- 5.8** All pilots shall fly from a designated pilot area and/or designated pilot-station where provided. Standing behind a model for take-off or hand launching a model from a position on the runway is permitted but once airborne the pilot shall move to the pilot area as soon as possible. All movement on and off the field shall be called out to other pilots. Club officials and/or event organizers may designate other areas of the field from which pilots may fly for certain events.
- 5.9** No member shall fly a model directly over pit or spectator areas; vessels; vehicles; and structures; no-fly zones as designated on the club field layout or any other areas where there are people or emergency response personnel performing their duties.
- 5.10** All initial turns after take-off shall be made away from the pit, spectator and parking areas.
- 5.11** All takeoffs, flying and landings must be carried out on the side of the flight line opposite

the pilot stations.

- 5.12 All members shall yield the right of way to all other types of aircraft including full-scale human carrying aircraft, Unmanned Air Vehicles (UAVs) and unmanned balloons.
- 5.13 All members shall utilize the assistance of a Spotter and/or a Helper when deemed necessary. (See [MSD 7](#) – Need for and Duties of Spotters and Helpers).
- 5.14 Maximum of five aircraft airborne at one time is recommended however Club officials and/or event organizers may increase or decrease the maximum number based on specific events after taking into consideration the many factors that may affect safe operations. Such changes shall be documented in the club's Field Guidelines and/or the rules for a specific event.
- 5.15 All pilots shall maintain direct unaided (except for corrective lenses and sunglasses) visual line of sight (VLOS) with their model at all times during the flight.
- 5.16 All R/C flying shall be conducted in an area of the sky and at an appropriate altitude where the consequences of any mishap will minimize the danger to persons or property.

6.0 **History of Revisions.**

- a. Approved by the BOD, (March 24, 2013)
- b. Version 2, Revised by the BOD, (January 23, 2014)
- c. Version 3, Revised by the BOD, (March 17, 2016)
- d. Version 4, Draft revision, formatted to new MSD template standards, (Aug 17, 2017)

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