EMFSO Safety Rules

March 27, 2022

This document provides members of Electric Model Flyers of Southern Ontario (EMFSO) with safety rules for use at Crosswinds Field. Model aircraft may be referred to as remotely piloted aircraft systems (RPAS) in MAAC Safety Code and in Transport Canada (TC) Part IX Exemption. EMFSO safety rules that follow may be amended periodically after review and discussion by open members of the EMFSO at a meeting of the organization.

1. All pilots shall read, understand and comply with the EMFSO Safety Rules, MAAC Safety Code and Transport Canada (TC) Part IX Exemption.
2. All pilots and student pilots shall require valid MAAC and EMFSO membership to fly at Crosswinds Field.
3. The maximum weight of a model aircraft flown at Crosswinds Field shall be 15 kilograms.
4. Model aircraft flown at Crosswinds Field shall be maintained in airworthy condition.
5. Pilots shall mark their model aircraft with their MAAC number in a visible location.
6. Pilots shall fly in a safe and responsible manner at all times.
7. Pilots shall not operate a model aircraft while under the influence of alcohol or any drug that can adversely affect the control of a model aircraft.
8. RC pilots or spotters shall operate model aircraft within visual line-of-sight (VLOS) at all times. (See TC Exemption Part IX Number 6.)
9. Pilots of model aircraft shall yield right of way to full scale piloted aircraft.
10. The maximum altitude is 400 feet or 120 meters above ground level.
11. When a full size aircraft approaches Crosswinds Field at low altitude, model aircraft shall descend immediately while turning away from the approaching aircraft.
12. All flight activity shall be within the designated flying area. See Crosswinds Field Site Diagram.
13. Flying is not permitted when farm equipment is operating in the flying area or the surrounding field.
14. Flying is not permitted during flying site maintenance.
15. Pilots shall not fly a model aircraft over people, vehicles or structures.

16. A successful radio system range check is required before the first flight of the day for each model.
17. A successful preflight check of battery and control surfaces is required before each flight.
18. Model aircraft equipped with failsafe shall be set to motor off in failsafe.
19. Maiden flights and first flights after a repair shall be announced before preflight check.
20. Preflight check and range check shall be completed in the pit area.
21. Model aircraft shall be restrained in the pit area when power is connected to the electronic speed control (ESC).
22. Taxiing is only permitted on the taxi area and on the runway.
23. Pilots shall announce their intention to taxi, take off and land.
24. Pilots shall alert other pilots when an actual or simulated “dead stick” event is in progress.
25. Pilots shall stand on the pit side of a pilot station while flying.
26. Pilots shall fly in the established left or right pattern based on wind direction.
27. Pilots who need to step onto the runway or taxi area shall first request permission from other pilots that are taxiing or flying model aircraft.
28. Pilots may hand launch fixed wing model aircraft from a pilot station provided the runway and taxi area are clear of people and model aircraft.
29. The maximum number of aircraft in the air is limited to 3 at one time.
30. To obtain MAAC pilot status, a member of EMFSO shall demonstrate to the Coordinator of Flight Instruction (CFI) and a flight instructor (FI) sufficient knowledge and flight experience to fly a model aircraft in a safe and controlled manner.
31. Student pilots shall be under the direct supervision of an EMFSO instructor at all times.
32. Student pilots shall successfully complete a knowledge test before pilot status is granted.
33. Introductory flights shall be conducted by an EMFSO instructor.
34. Members shall report safety related matters to a Director of EMFSO.