

YOUNG'S POINT RADIO CONTROL FLYING CLUB

FIELD REGULATIONS: April 2018

1. **Flying hours** - *Monday to Sunday (including holidays)*
 - (i) *nitro/gas engines - 8:00am to dusk*
 - (ii) *electric engines - dawn to dusk*
2. **Parking:** No parking directly in front of the entry gate. Members can unload by the entry gate but then move their vehicle to the designated parking areas
3. **Entry Gate:** The first person arriving at the field should unlock and then open the gate, ensuring that it is secured in the open position. The last person leaving the field should shut the gate and ensure that it is locked
4. Club members may go on the field at any time as flyers, helpers, or observers. Visitors are restricted to the observation area unless accompanied or directed by a club member
5. There are two categories of guest:
 - (i) **Category 1:** Radio control flyers that are visiting the area and would like to fly at the YPRCFC field. They may fly at the field provided they show proof of a current MAAC membership or equivalent and are accompanied by a YPRCFC member.
 - (ii) **Category 2:** Guests that are interested in learning about radio control flying and would like to be introduced to the basics of radio control flying by a YPRCFC instructor .

In both Category 1 and 2 (i) Members are responsible for their guests.
(ii) There is a limit of 3 visits per year/guest unless otherwise authorized by the club executive.
6. No one shall attempt to fly a model aircraft (plane, helicopter or multi-rotor) unassisted until they have: (the term multi-rotor has replaced the term drone in this document)
 - (a) Successfully completed the Model Aeronautics Association of Canada “Wings Program” for the type of aircraft to be flown.
 - (b) Reviewed and will comply with the MAAC Safety Code, the specific rules of any special interest category and any rules established for the specific flying site and/or event.
 - (c) In their possession a valid MAAC Membership document or equivalent.
7. For flyers not using the 2.4 GHZ frequency, a Frequency Board will be used. A transmitter shall not be switched on until the frequency board is checked. A frequency shall not be retained longer than 15minutes if another person is waiting to use it. When flight is complete, your frequency pin must be removed
8. Effective mufflers are mandatory on all nitro/gas engines. If there is a question regarding the noise level of a particular nitro/gas engine, the executive reserves the right to test the engine using the MAAC guidelines for appropriate noise levels
9. A Range Check should be conducted by all pilots prior to the first flight of the day.

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10. All members shall use an appropriate method of restraining their model during starting and ground running of the model or during a range check when it is conducted with the motor running or where there is any danger of the motor starting as in the case of electric motors
11. Aircraft (planes, helicopters, multi-rotors) shall not be flown in a manner that monopolizes air space directly over the flying field.
12. Aircraft (planes, helicopters, multi-rotors) shall not be flown outside the northern boundary of the club field. Under no circumstances can any aircraft over fly the farm field or farm house located north of the club flying field
13. (a) Aircraft (planes, helicopters, multi-rotors) shall not be flown directly at or taxied into the pit area. Nor shall they be flown over the pit area or observation area

(b) Under no circumstances shall any aircraft be flown from the west side of the field (pilot standing on the west side, facing the observation and vehicle parking area; resulting in flying over the parked vehicles, observation and pit areas)
14. Number of planes/helicopters/drones in the air at one time:
 - (i) No more than three (3) planes are to be in the air at one time
OR
 - (ii) No more than one (1) helicopter is to be in the air at one time
OR
 - (iii) No more than one (1) multi-rotor is to be in the air at one time
15. Anyone using the west runway, must carry or taxi their plane out to the edge of the N-S runway, adjacent to the pilot stations, before beginning their take off run. If another pilot is already flying from one of the pilot stations, appropriate communication must take place.
16. Pilots shall stand in the designated flying area (white portable fence sections) unless they have an;
 - (i) Aircraft that cannot be taxied due to wind or other conditions
 - (ii) Aircraft that they wish to stand behind for take off purposes
 - (iii) Aircraft that must be hand launched
 - (iv) (a) Aircraft that need to be retrieved from the runway ie: dead stick landing or nose over. The pilot of the aircraft is to obtain approval from all operating pilots before entering on the runway. Operating pilots are to give permission only if they can all maintain a safe height and have sufficient fuel. Removal of the aircraft should be done in a quick and orderly manner.

(b) Aircraft that need to be retrieved off the runway or in the field area due to a crash or major malfunction, This should only be done when all aircraft have landed and cleared the runway and taxi-way.

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16. (iv) (c) Aircraft that need to be retrieved from one of the surrounding fields due to a crash or major malfunction. The pilot of the aircraft is to obtain approval from all operating pilots before entering onto the runway and the immediate field area in order to travel to one of the adjoining fields. Operating pilots are to give permission only if they can all maintain a safe height and have sufficient fuel. Once the pilot of a downed aircraft reaches an adjoining field, regular flying operations can commence, pilots are to use discretion to ensure safety for everyone. Once the aircraft has been retrieved, the pilot must use caution when entering the main flying field and signal to any operating pilot that they need to cross the runway and return to the pit area. Operating pilots are to give permission only if they can all maintain a safe height and have sufficient fuel.
Note: Two portable radios are available to assist with communication between the pilot retrieving a downed aircraft and pilots in the pit area. The radios are stored in the box beside the mowing shelter. Instructions on how to open the box and use of the radios have been sent to club members by e-mail.
17. All flying shall cease during maintenance of the field and crops on the same parcel of land. When surrounding fields are being worked, pilots are to use discretion to ensure safety for everyone
18. At non-field sites, such as float fly's where access to the flying area is not under the control of the club, extra safety procedures should be implemented. These should include;
 - the use of a spotter, to watch for changing safety conditions
 - pilots should check the area behind their aircraft for people, cars and other aircraft
 - Nitro/gas float equipped aircraft should be restrained on the ground in an appropriate manner during pre-flight engine warm-up and testing.
19. Model aircraft shall yield to full size aircraft without exception.
20. Pyrotechnic and explosive devices are not to be carried or activated by model aircraft. (planes, helicopters, multi-rotors)
21. Internally mounted pulse jets, rocket or thrust engines are not to be used because of the danger of fire.
22. Garbage, refuse, broken props, empty fuel containers, batteries and crash debris shall be removed from the flying field by club members
23. With renewal of annual flying privileges, each flyer agrees to the rules and regulations and to ensure that all model operations are conducted in a safe a manner as possible
24. Repeat infractions of club field and safety rules will be subject to disciplinary action at the discretion of the club executive. If corrective action is not taken by the member in question, their flying privileges will be revoked
25. Changes to the above rules will be made by the club executive as required