

Chinook Wind Radio Control Club (CW)

Rules

Revision Date 2023/01/23

1.Accountability and Responsibility for Field Safety

By becoming a member of CW you have agreed to hold yourself, other flyers and non-flyers accountable to the field safety rules. Each member is expected to handle field safety in a professional manner. It is not an expectation of officers and directors to hold all members accountable to the following rules. It is the responsibility of each member to adhere to and remind fellow members of the rules we all agreed to as outlined in this document. If a club member has repeatedly violated the club safety rules, please document and send a copy or email to a minimum of two members on the executive team. Anonymous complaints will not be accepted or reviewed.

2.Field Safety Rules

- 2.1. **MAAC and Chinook Winds Membership are required to fly.** See Section 4 (Guests) for details on guest privileges.
- 2.2. All members and guests are required to annually read and understand all parts of the MAAC safety code including but limited to MPPD-15 (700 foot altitude limit). For the latest information visit www.maac.ca.
- 2.3. Complete a range check on each of your planes before the first flight of the day.
- 2.4. Engines are not to be started in pits area.
- 2.5. No taxiing of aircraft in the pits area.
- 2.6. All planes must be properly restrained before starting.
- 2.7. All planes must have the pilot's identification on their plane. See Appendix A.
- 2.8. Do not use a retrieval boat alone.
- 2.9. Everyone in the boat must have a life jacket on.
- 2.10. No one should walk across ice or swim in the river to retrieve a plane.
- 2.11. A minimum distance of 20 feet between operating 72 Mhz transmitters should be maintained at all times.
- 2.12. Frequency pins must be picked up and displayed for 72Mhz radios.
- 2.13. No aircraft is to be louder than 98dB at 3 meters.
- 2.14. Any lengthy engine run-ups, tweaking, setting, breaking in, revving, must be done at the far end of the non-active runway.
- 2.15. No active cell phones are allowed within 3 meters of any active R/C radio transmitter.
- 2.16. No pets are allowed in pits or active runway flying areas. Please clean up after your pet.
- 2.17. DO NOT drive your vehicle on our neighbour's property for any reason

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- 2.18. If 911 services are required, give the following address to the 911 operator.
120-82166 466 Ave East

3. Flight Line and Flying Rules.

- 3.1. The active runway will be determined by the direction of flight of the planes in the air.
- 3.2. The non-active runway may be used for landing only in case of a wind change while in the air. Any takeoffs from behind the flight line are not allowed. You must announce your intentions to other flying pilots.
- 3.3. All aircraft must remain within the designated "flight box". For full details, refer to the "Defined Flight Area Policy" in Appendix B
- 3.4. Only one active runway is in operation at one time.
- 3.5. Flying OVER THE PITS, PARKING or BEHIND THE FLIGHTLINE is strictly prohibited.
- 3.6. Runway is for takeoff and landing only and it shall be clear at all times.
- 3.7. Do not mix the flying of fixed wing aircraft with helicopters or drones (aircraft of the same type may fly together). Please limit your flight time to ten minutes and alternate in a courteous fashion based on the membership present.
- 3.8. All new member pilots are required to complete a short orientation with a club instructor prior to flying that includes flight box training with a club instructor. Refer to the "Defined Flight Area Policy" for details in Appendix B.
- 3.9. All maiden or repaired aircraft must pass a pre-flight inspection by a club instructor prior to flying. Please complete and have ready a maiden inspection sheet. You can download the sheet from the club website at www.chinookwindsrc.com. Under no circumstances are maiden or repaired planes allowed to fly during club events such as a fun fly until they have completed six successful flights. It is required to have a second pilot present to help with the first flight.
- 3.10. There will be a maximum of four aircraft in the air at any one time.
- 3.11. Pilot intentions to land or take-off must be called out to inform other pilots. Dead stick landings have priority.
- 3.12. All flying is to be done from a pilot-station only with the exception of instructors teach new pilots takeoff techniques.
- 3.13. After completing a flight and landing, a pilot is to taxi his/her aircraft to the opening of a selected taxiway entrance and shut the engine down
- 3.14. If you must walk out onto the runway to place or retrieve your plane while others are flying, ask permission from the other pilots. Place or retrieve your plane quickly and let the pilots know when the runway is clear.

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- 3.15. You are not allowed to fly solo unless you have completed a pilots test by a qualified instructor.
- 3.16. As of October 18, 2018 meeting, the following types of models are not allowed to fly:
 - 3.16.1. – Turbine powered jets.
 - 3.16.2. – Rockets.
 - 3.16.3. - Free flight planes.
 - 3.16.4. – Control line flying or any other type of flying that is not remote control.

4. Guests

- 4.1. All guests must have valid MAAC membership to fly and be prepared to produce a MAAC membership card if asked to do so. AMA is no longer valid.
- 4.2. It is the responsibility of the host member to ensure his/her guest is familiarized with field rules and flight box and section 4.1 documentation is valid.
- 4.3. Spectators are not allowed in the pits, start-up area or pilot-stations.
- 4.4. Each club member is responsible for full control of the safety of their own visitors and guests at the field.
- 4.5. Potential new members (guests) of the club shall be allowed up to three (3) flying day visits (not including fun fly events) within a calendar year as long as the club member is present and one of the two conditions below are met.
 - The guest is a qualified pilot from another club and has valid MAAC and can produce a MAAC membership card if asked to do so.
 - The guest is a student just learning to fly and does not have MAAC but is attached to a buddy box with a qualified instructor.
- 4.6. Under no circumstances are students allowed to fly during club events such as a fun fly.

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5. Gate and Hours of Operation

- 5.1. The gate is to be locked when you are the last to leave.
- 5.2. The gate combination number is not to be shared with guests or non-members of the club.
- 5.3. There is no starting engines/flying of aircraft prior to 8:00 a.m. Monday – Saturday and 10 a.m. Sunday and statutory holidays. All flying and starting of engines must be completed by 9PM.
- 5.4. Quiet electric aircraft may fly till midnight if they are equipped with lights

6. Insurance

- 6.1. Our field is specifically designed and insured with MAAC for radio control aviation activity. We do not have the proper layout for R/C cars or other land vehicles to be driven anywhere but in the parking lot. The driver is responsible for any subsequent damage as a result. Non-electric RC Cars should not be driven while planes are flying due to the noise.
- 6.2. There is no on-site overnight camping allowed.
- 6.3. In accordance with MAAC regulations, the Chinook Winds RC field does not allow for any type of flying aircraft for commercial purposes or practicing for commercial purpose as this is may not be covered by MAAC insurance.
- 6.4. All members shall review and comply with the MAAC Safety Code, the specific rules of any special interest category and any additional rules established within this document while flying at Chinook Winds RC Club. It is your responsibility to regularly review and understand the documents on the MAAC website (MSD 01 to MSD 24 or higher).
- 6.5. Only qualified instructors may train students.
- 6.6. No discharging of any weapon.

7. Smoking

- 7.1. Smoking is only allowed in the parking lot or your vehicle. If a fire ban is in place, you are only able to smoke in your vehicle.

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8. Garbage and Donations

- 8.1. Please take home what you bring out to the field. We do not have garbage service so please take home your large garbage such as crashed airplane parts, empty fuel jugs etc. Also please do not leave open food items as it attracts rodents.
- 8.2. Any item that you would like to donate to the club requires officer or director approval **BEFORE** delivery to the field.

9. Membership Suspension

Not following these or MAAC guidelines can result in the suspension of flying privileges so please act responsible by keeping our members safe and portray us as being a good neighbour. Officers and or directors have the right to suspend the flying privileges of a member until the next club meeting. Please see section 6.2 of the Defined Flight Area Policy for the proper procedure for flying privilege suspensions.

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Appendix A: MAAC Identification

All members must have the following information firmly attached to the inside or outside of their model as listed below:

1. Members MAAC number (**required**);
2. MAAC, website address (**required**);
3. MAAC office phone number “**or**” members home/cell phone number (**required**); and
4. Members name (**optional**).

Examples of MAAC contact information label/tags /cards as follows:

	Model Aeronautics Association Of Canada (MAAC)
MAAC #: _____	
Name (<i>optional</i>): _____	
www.maac.ca or Call: <u>MAAC or Personal</u> Phone/cell #	
NOTE: (MAAC office phone number: 1-855-359-6222)	
Label/tag example	

All MAAC members are responsible for identifying which models in their possession require a contact information label/sticker and applying one to all models they intend to fly.

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Appendix B:

Defined Flight Area Policy

1. Objective

The Objective of the “Defined Flight Area Policy” is to:

- Define the acceptable flight areas that are to be maintained by all pilots while flying to promote safe operation of aircraft at all times.
- Ensure all pilots are trained to fly within the bounds of the “Defined Flight Area”
- Clearly define procedures to ensure compliance to this policy.
- Define incident response and reporting requirements where aircraft have been involved in an incident or where contravention to the safety rules and policies of the club have been reported.
- Institute appropriate authority for leadership and directors to respond to incidents.

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2. Defined Flight Areas

- 2.1 There are two “Defined Flight Areas” that can be flown at the Chinook Winds High River Flight Facility. These “Defined Flight Areas” are aligned to each of the runways.
- 2.2 Only one of the “Defined Flight Areas” may be active at a time during flying. The “Defined Flight Area” active corresponds to the active runway being used at the time the flight begins.
- 2.3 Pilots are to maintain the flight of their aircraft within the active “Defined Flight Area” at ALL times, with the only exception being noted in 2.4 of this document.
- 2.4 Large Scale Aircraft (defined as aircraft with 80” or greater wingspan) flying the East/West runway may overfly the East boundary of the “Defined Flight Area” ONLY when approaching to land. In order to make use of this provision, the following conditions must be present:
 - 2.4.1 There are no personnel working in the hay field to the east of the runway when the over flight occurs. (If there are personnel in this field, large scale aircraft requiring this exception to the “Defined Flight Area” rule cannot fly)
 - 2.4.2 There are no people on the road running along the eastside of the river on the Chinook Sod Farm Property. (If there is traffic on this road, large scale aircraft requiring this exception to the “Defined Flight Area” rule cannot fly)
- 2.5 Active “Defined Flight Area” definitions:
 - 2.5.1 East/West Runway “Defined Flight Area”. The “Defined Flight Area” from the East/West runway is shown in Figure 1.
 - 2.5.2 North/South Runway “Defined Flight Area”. The “Defined Flight Area” from the North/South runway is shown in Figure 2.

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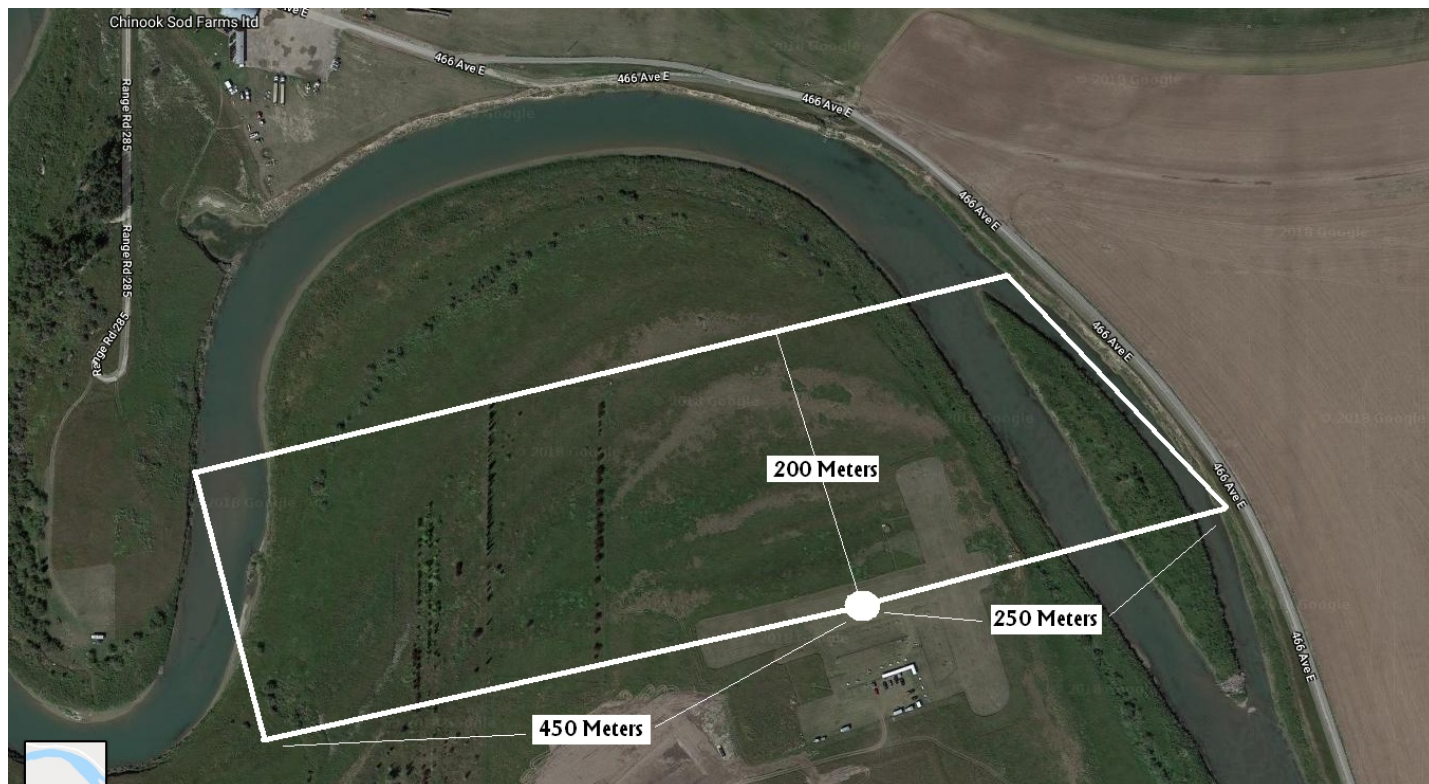


Figure 1, Defined Flight Area East/West Runway

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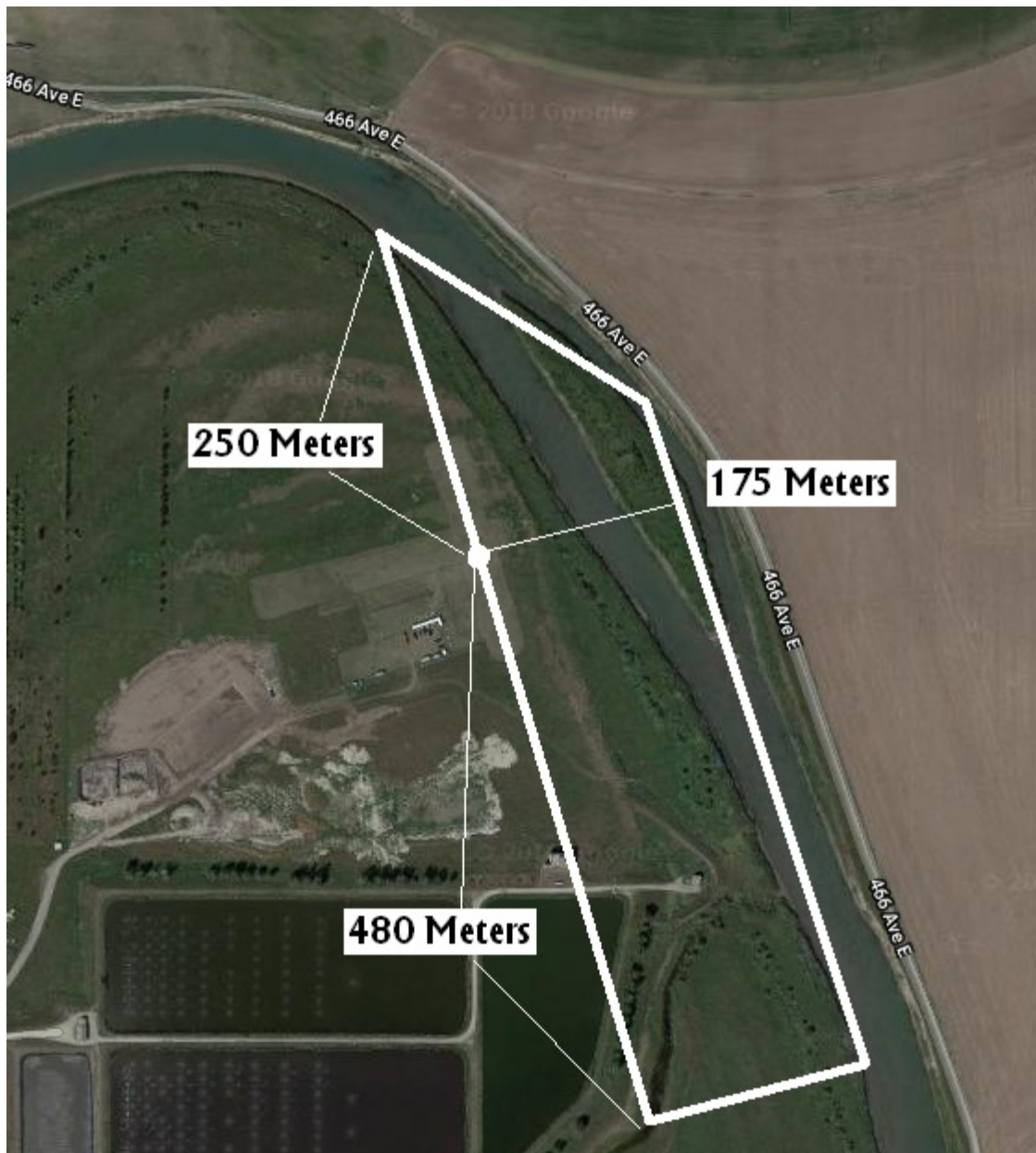


Figure 2, Defined Flight Area North/South Runway

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3. Training

- 3.1 All members of the Chinook Winds RC Club will be required to have training on flying the “Defined Flight Areas” to maintain flight privileges.
- 3.2 “Defined Flight Area” training sessions will be scheduled and help periodically by the officers, directors and instructors on the Chinook Winds RC Club.
- 3.3 There will be a minimum of one “Defined Flight Area”: training session per season scheduled and communicated at club meetings.
- 3.4 It is the responsibility of each club member to attend one of these “Defined Flight Area” training sessions to maintain flying privileges.
- 3.5 Members who have lost flight privileges will be responsible for arranging the “Defined Flight Area” training session with two instructors from the club to be present for the training session to get flight privileges reinstated, or wait until the next scheduled session to receive the “Defined Flight Area” training.
- 3.6 This “Defined Flight Area” training will be included within the Chinook Winds Wings training program for new pilots.
- 3.7 During club events where pilots from outside the club (who do not have “Defined Flight Area” training) are to fly, the Chinook Winds RC Club will position spotters armed with air horns or lights at the perimeter of the active flight area. When an aircraft fly’s outside of the flight area, the air horns or lights will be activated signifying a plane is outside the flight area. When this occurs, all pilots flying at that time MUST IMMEDIATELY bring their planes back to a position known to be inside the flight area.

4. Aircraft Identification Requirements

- 4.1 All aircraft to be flown at the Chinook Winds RC Club facility MUST be in compliance with MAAC identification. See Appendix A for details.
- 4.2 The officers and directors of the Chinook Winds RC Club will have the right to inspect any aircraft at the flying field to see the aircraft identification is inside of the aircraft. Aircraft not having the required identification or refusal to submit to inspection, will ground the aircraft from flying at the Chinook Winds RC Club flying field until proper aircraft information can be shown to be in place.

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5. Incident Reporting and Response

5.1 Any time an aircraft crashes or lands outside of the Chinook Winds Defined Flight Area or any incident resulting in property damage or injury, the pilot must report the incident to the Club Officers or Directors. The report may be made by Email. The report must include:

- Date and time of incident.
- Description of incident.
- Detail description of any property damage or injuries resulting from the incident.

5.2 Special Requirements in the event of an aircraft crash on the Chinook Sod Farm property:

- The pilot is not allowed to go to Chinook Sod Farm to retrieve their aircraft without an officer or Director of the Chinook Winds RC Club present.
- The incident **MUST** be reported to an Officer or Director of the Chinook Winds RC Club the day of the incident. Reporting of the incident **MUST** be done by phone as well as email.

5.3 Further to the above, any incident that has resulted in personal injury or property damage requires, officers and or directors to follow a MAAC mandated incident reporting procedure. This requires the plane not to be moved or disturbed until an officer and or director has inspected the plane and followed the MAAC procedure. MAAC procedure documents will be posted in the trailer however it is recommended to download the latest documents off the MAAC website under "Insurance Documents".

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6. Authority

- 6.1 All Chinook Winds Club Officers or Directors have the authority to inspect any aircraft presented at the Chinook Winds RC Club airfield for the purpose of flight to ensure the aircraft is deemed to be safe and proper identification is in place inside the aircraft prior to flight.
- 6.2 A Chinook Winds RC Club member's flight privileges may be revoked at anytime for serious or repeated breach of the Chinook Winds RC Club safety rules or policies by majority consensus of the Officers and directors of the Chinook Winds RC Club. This revocation will remain in place until the following Chinook Winds RC Club meeting where the matter can be taken up with the membership.
 - The revocation of flying privileges will be voted on by a quorum of Officers or Directors available to respond to the incident.
 - The revocation of flight privileges must be agreed upon by a majority vote of the quorum.
 - The quorum may be as few as three Officers or Directors, however in the case of only three members of the quorum being available to respond to the incident, the vote must be unanimous.
 - In order to permanently remove a member from the club, the bylaws must be followed.
1. All members of the Chinook Winds RC Club have the authority and responsibility to tell a fellow pilot when they are flying in contravention of the Chinook Winds RC Club Safety Rules and Policies and to request that pilot adhere to these rules and policies.