

Ottawa Glider Guiders Club Rules

March 2023

1. All pilots must have a valid Pilot Certificate, Small Remotely Piloted Aircraft System (RPAS) VLOS.
2. All models weighing more than 250 g must be registered in accordance with CAR 901.02 and be clearly marked with the registration number as specified in CAR 901.03.
3. Pilots shall comply with all provisions of CAR Part IX — Remotely Piloted Aircraft Systems.
4. This is a glider club and glider pilots have priority access to OGG fields. Other model types may be flown at times when no gliders are being flown; pilots must be prepared to land promptly whenever gliders are ready to be flown.
5. Models must be unpowered or electric-powered – no internal combustion engines are allowed. No drones/quads/octos, model rockets or helicopters are allowed.
6. 72 MHz radio systems are not permitted on OGG fields to prevent interference with or from other nearby clubs.
7. Members must avoid all No-Fly Zones established by the Ottawa Glider Guiders Executive and operators of the turf farms. Follow the directives of any employees you may encounter, including:
 - No flying above Operations Buildings.
 - No flying above operating equipment
 - Follow requests to not fly from certain sections of the property to prevent damage to the fields.
8. Clean up after yourselves – leave the field cleaner than you found it.
9. Must be a paid club member or the guest of a club member to fly at the field.
10. Newly admitted members must be certified by one of the club instructors before being allowed to fly at OGG fields (NB this excludes former members of the ORCC Glider club and/or Ultimate Park Electric Fliers).
11. In case of an accident at the field, the following must be completed immediately:
 - Render any aid first and in the case of injury provide appropriate care, up to and including calling 9-1-1 for an ambulance.
 - Make a report to the President and/or Vice-President with the following information:
 - The date, time and weather conditions of incident.

- The name(s) and contact information of all involved – including anyone who may have witnessed the incident. Any pictures of incident are to be forwarded as well.
- A detailed account of what occurred (loss of visual sight of the aircraft, loss of radio signal, weather phenomenon ...?) and report on injury(ies).

The President/Vice-President will complete the MAAC incident report and forward it to the Zone Director of the Ottawa Valley Zone.