Diamond Aces Club Rules

DARC is a MAAC Sanctioned Club. As such, all pilots are expected to operate within the applicable areas of MAAC safety code and applicable sections of the Canadian Air regulations (CARs), according to the type of aircraft you may operate at our sanctioned flying field.

In Addition, DARC imposes site specific rules and requirements on pilots that shall be followed. Failure to follow any of the following rules and requirements may result in membership termination. A copy of these rules must be available to RPAS pilots while at the site, either electronically or in print. The club will endeavor to provide a copy at the site.

DARC is located ½ mile north of Clearsprings road and McMunn Yates cement plant, within the Rural Municipality of Hanover.

Administrative

Definition Glossary of Terms:

Model Aircraft – means any non-RPAS flying model which includes Free Flight (F/F), Control Line (C/L) and Space Modelling categories.

Remotely Piloted Aircraft - means a navigable aircraft, other than a balloon, rocket or kite, that is operated by a pilot who is not on board.

Remotely Piloted Aircraft System (RPAS) - means a set of configurable elements consisting of a remotely piloted aircraft, its control station, the command-and-control links and any other system elements required during flight operation. For all purposes the terms "RPAS" and "model aircraft" are no longer interchangeable (previously referred to as radio control or R/C aircraft).

Safety Spotter – means a person, 16 years of age or older, who is assigned the sole task of actively scanning the sky in 360 degrees, for purposes of detecting and alerting RPAS pilots of any approaching full-scale aircraft. While they do not need to be a MAAC member, that is preferred.

The DARC site supports the use of:

a. RPAS- Not exceeding 25kg (55Lbs), subject to any valid MAAC exemption.
b. Model Aircraft- (Free Flight F/F), Control Line (C/L) & Space Modelling & Helicopters)
c. Surface Models

DARC Membership

1. The DARC flying Site is for the use of paid members in Good Standing of DARC model club inc. & MAAC members in good standing who are invited to attend scheduled events organized and or supported by DARC.

2. Pilots operating RPAS, model aircraft or surface models must possess a valid MAAC membership and abide by the applicable provisions of the MAAC Safety code and DARC site specific rules found in this document.
3. DARC members may invite flying, or non-flying guest to the DARC site. The DARC member always assumes responsibility for their invited guest.
4. It is the responsibility of DARC members to ensure that their invited flying guest are valid MAAC members and that all guests are briefed on the DARC site specific rules.
5. Subject to any valid MAAC exemptions, all members and guest shall abide by applicable sections of Part IX of the Canadian Air Regulations.
6. All members and guest shall abide by federal, provincial, or municipal legislation and/or emergency measures with jurisdiction over the DARC site.
7. Any required MAAC safety signage shall be maintained and posted prominently on site.

DARC Membership Resolution Policy:

1. The executive, through a majority agreement, have the authority to immediately suspend a club membership for the breach of club rules.
2. The executive, through majority agreement, have the authority to reinstate a previously suspended membership.
3. DARC retains the right to revoke any club membership by majority agreement of all paid members.

DARC Social Policy/Rules

1. Any social media post by DARC members are expected to be a positive in nature and not reflect negatively on the club in any fashion. Members must understand that all social media content can be accessed by any person, official, media or government agency, It is to our benefit that any social media content reflects a culture of responsible fun and safety.
2. Members should consider “Social Issues” as a potential ‘risk” to DARC at any time the field is in use. Excessive noise/rowdy activity, not related to RPAS or model aircraft flying, can be just as serious a threat to DARC site safety violations. Coming into any conflict with neighbours one of the top reasons flying sites are lost within Canada and usually leads to municipal sanction or land lease loss. Members are expected to enjoy reasonable fun but are expected to be responsible for their behavior as well as their invited guest.

DARC Sanctioned Event Policy

1. An “Event Director “Shall be named for all formally sanctioned events. The Event director or his/her delegate shall remain on site for the duration of the event.
2. During flying operations of any officially sanctioned event, the event director, or his/her delegate is responsible to ensure at least one properly briefed spotter is on duty within the designated pilot or Spotter area during flying activities.
3. It is the responsibility of the event director, or his /her delegate, to ensure that any guest pilots are members in good standing of MAAC and have been briefed on DARC site specific rules.

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area or under the sunshade.
2. DARC site is located 49.562500 -96 .676920 and N of Clearsprings Road & on the east side of Diamond Construction property and just North of McMunn Yates and NNE of CYJB3 with a distance of .82 between the two.
3. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
4. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
5. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun.
6. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
7. Our flying area as measured from the center of the pilot stations is a box ¾ mile left,3/4 mile right and 1 mile straight out. Refer to the site flying area map for no-fly zone depictions. See site map fig 1.
8. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
9. A fire extinguisher will be present for all powered RPA operation.
10. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is N Clearsprings Rd E / N of Mc Munn Yates cement plant for easiest and quickest access. Once EMS has been activated contact club president Kevin Allard 431 205 3675, no other physical address. The First Aid kit is in the pilot's info box on the sunshade.
11. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
12. Pilots should always clearly announce intentions to launch, take off, land, or in situations of engine failure where a "dead stick" landing is imminent.
13. In the event where a pilot has lost control of a moving or airborne RPAS or model aircraft, an immediate and clear announcement should be made to make other pilots and persons on site aware and alert to potential danger.
14. Prior to any person moving forward of the pilot station area, and into the designated flying area, **for any reason,** always confirm it is safe to do so with any pilot(s) operating airborne RPAS or model aircraft.
15. In the event the farmer of the property N & E of the site is conducting seeding/plowing/furrowing/ harvesting activities in the field pilots are to keep well clear of his equipment as much as possible. Using the 30m as the best guideline.

DARC operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information: The aerodrome name is STEINBACH NORTH (CJB3), and it is located .82nautical miles SSW of our modelling site.

16. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

17. In the event of a "fly-away" towards CJB3, you may call the aerodrome operator at 204-326-2434 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
18. DARC club members should check for CJB3 related NOTAM either using the NAV CANADA NOTAM portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
19. The club executive has contacted the operator (OPR) of CJB3, and they have expressed no issues with our RPAS site Diamond Aces RC.
20. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Steinbach MB. Night flying is NOT allowed at DARC Club unless your RPA is brightly lit.
21. In the event a person(s), **not connected with DARC flying activities** , inadvertently entering the designated DARC flying boundaries on foot or other means, pilots with airborne aircraft shall be notified immediately and land if safe to do so.
    a. **Flying operations shall be suspended until person(s) can be cleared from designated flying boundaries**.
22. Pilots should remain behind any one of the four designated pilot stands, as much as practicable, while operating RPAS or model aircraft.
23. During flying activities, non-flying member's, guest and/or spectators should not enter the pit area unless accompanied by a DARC member.
24. Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:
    a. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out "AIRPLANE" in a loud voice or use the airhorn in the club house or ring the bell.
    b. ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
    c. When the full-scale airplane is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.
25. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, **ALL FLYING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to the Club executive and follow MAAC policy with the following exceptions:
    a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the club executive when able and recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
    b. If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.

c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.

d. This process is for **your** protection.

Visibility/Weather Minimums

26. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

    a. If cloud is present below two hundred' above the model flying area

    b. a horizontal visibility requirement of less than 3sm around the flying area, and

    c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

27. There are no other risk mitigating strategies required at DARC Club.

28. The Club executive will review these rules at least once a year.

Spotters

DARC Club requires visual observers for any of the following scenarios.

1. RPAS weighing more than 10k and flown above four hundred feet (TC SFOC or MAAC approval required).
2. In agreement with the DARC flight training school, anytime.
3. At all sanctioned flying events, no matter the weight/size of RPAS or model aircraft.

Spotters Responsibilities

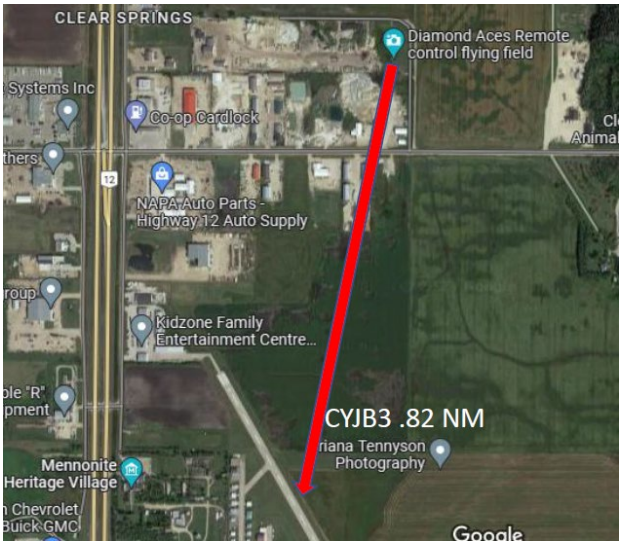
1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
2. The visual observer should stand or sit at the start-up stand closest to any pilots flying, but away from the start-up stand(s) in use. Be close enough so they can hear you.
3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

There are no other risk mitigating strategies required at the DARC site.

The DARC Club executive reserves the right to review these rules annally and or on a as needed basis to ensure compliance and emial the latest version to members with their yearly updates or as needed.

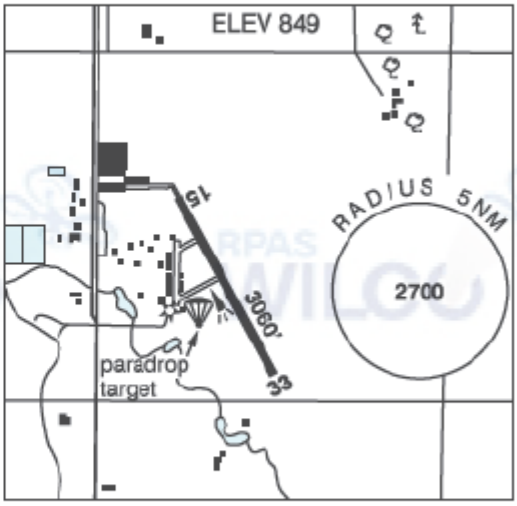

Restaurants
Hotels
Things to do
Museums
Transit
Pharmacies
ATMs
Flight Box
Diamond Aces RC
Diamond Construction Site
Diamond Aces Remote control flying field
Koop CPA
Mid-Lite Electric
CYJB3
No Fly Zone
Friesen Hauling & Excavating
Clearsprings Rd E
Google


Main Runway 155m or 503 ft
Pilots Stands
Diamond Aces Remote control flying field


CLEAR SPRINGS
Diamond Aces Remote control flying field
Co-op Cardlock
NAPA Auto Parts - Highway 12 Auto Supply
Kidzone Family Entertainment Centre...
CYJB3 .82 NM
Mennonite Heritage Village
Google

STEINBACH MB CJB3

REF	N49 33 03 W96 40 50 1N 3°E (2015) UTC-6(5) Elev 849' VTA A5007 LO4 RCAP
OPR	City of Steinbach 204-326-9877 or 204-346-6215 Reg
PF	A-1 B-6 14Z‡-SS C-2,3,4,5
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) (file 30 min prior ETD, see PRO)
ACC	IFR, 204-983-8337 or 888-834-3344 or flt pln by Fax at 204-983-2823 & include phone numbers where pilot can be reached prior to dep.



SERVICES	
FUEL	100LL 431-999-3337 or 204-355-8842
OIL	All
S	4,5,6
RWY DATA	Rwy 15(148°)/33(328°) 3060x75 ASPH
RCR	Opr
LIGHTING	15-(TE LO), 33-(TE LO) ARCAL-122.7 type J
COMM	
ATF	tfc 122.7 5NM 3900 ASL
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). Do not overfly A/D unless intentions bcst on 122.7 due possible conflict with parajumps. **ATS REQUIREMENTS:** VFR & IFR Flight Plans, file at least 30 min prior to ETD. Mode C Transponder Mandatory - Acft operating in Winnipeg Class C CZ or TCA require a discrete transponder code which must be obtained by filing a flt plan, flt itinerary or by ctc Winnipeg ACC 204-984-5979 at least 15 min prior to entering. PPR for block airwork, photo flt or tng flt oprg in Winnipeg TCA ctc Winnipeg ACC 204-984-5979 or fax 204-983-2823.
CAUTION	Model acft activity 0.5NM N A/D. Aeroba ics may be in progress within 1NM of airport sfc to 6000 ASL daylight hrs. Bcst intentions on ATF or establish visual ctc with aerobatic acft prior to entering the area. Aerobatic acft above 3000 ASL are in ctc with Winnipeg Tml (121.0). Ocsl parajump activity within 5NM of A/D, daylight hrs Apr 01-Oct 31, ac ivated by NOTAM. Max alt 12,500 ASL. Paradrop target W of Rwy 15/33. Potential bird activity fr spring to fall.

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

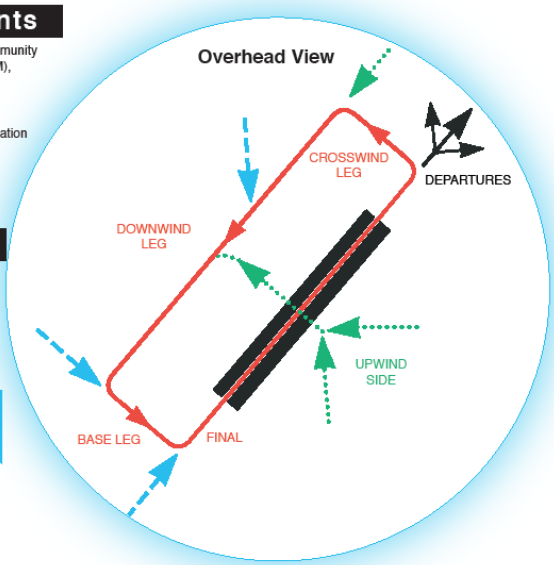
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements.

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.



Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

MF/ATF Communication Procedures (see TC AIM 4.5.7)

Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

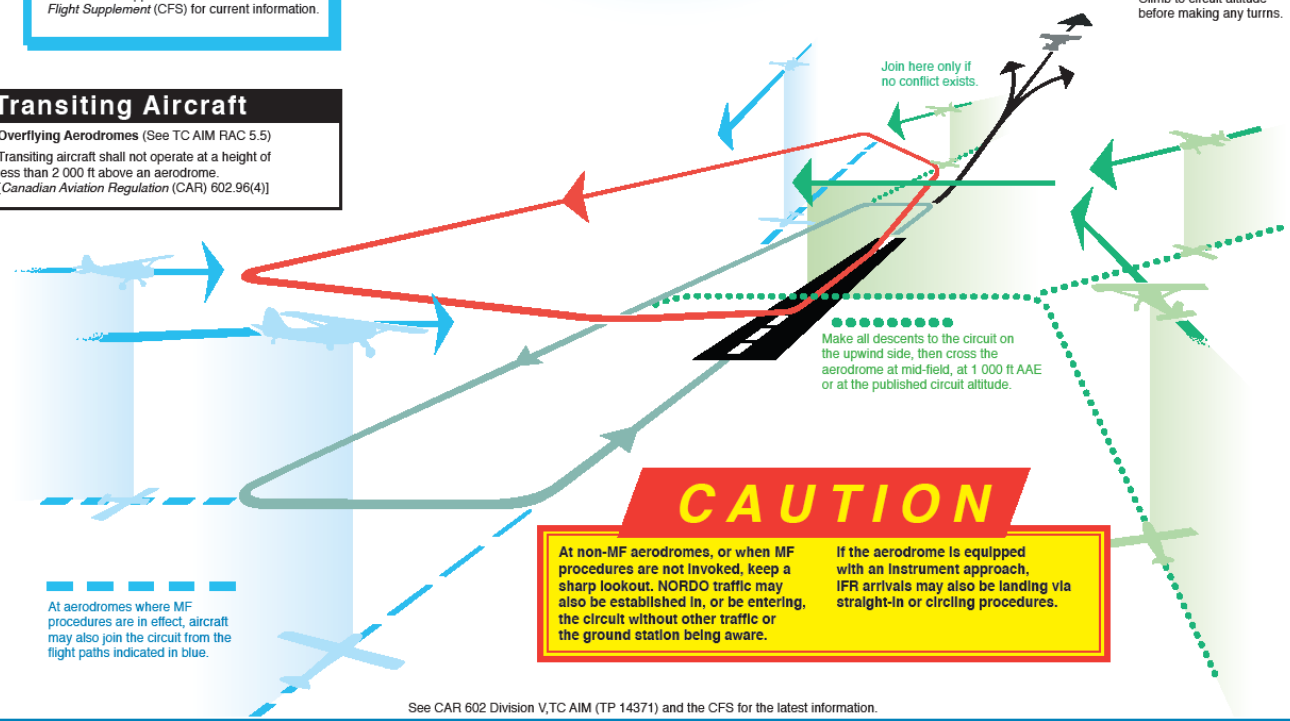
Transiting Aircraft

Overflying Aerodromes (See TC AIM RAC 5.5)

Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome. [*Canadian Aviation Regulation* (CAR) 602.96(4)]

DEPARTURES

Climb to circuit altitude before making any turns.



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V,TC AIM (TP 14371) and the CFS for the latest information.

TP 11541 (06/2010)

TC-1002940

Canada