



YUKON RADIO CONTROL MODELLERS SOCIETY

90581 Alaska Highway
WHITEHORSE YUKON CANADA
Y1A 5V2

**Emergency
Contacts**

**Stan Patay (President)
867- 633-2272**

**Iain Seal (Vice-President)
867- 335-1150**

In the event of an emergency dial 911	Our civic address is 90581 Alaska Highway. There is no address sign. The entrance is 150m past 90591 Alaska Highway when driving from Whitehorse towards Carcross Corner.
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A copy of these rules (electronic or print) must be on hand for all RPAS pilots while at the site. The club will endeavor to provide a copy at the site. These rules are also available on the club's Google Drive.

Field Rules & Guidelines

Welcome to the YUKON RADIO CONTROL MODELLERS SOCIETY. We have outlined some basic guidelines / common courtesies to follow while utilizing the club field. They will help ensure everyone's safety and good times. If you have questions, please don't hesitate to clarify anything you don't understand.

- 1) All flyers must abide by CARS Part XI. No Exceptions.
- 2) All flyers must abide by any and all current MAAC requirements (paper copies may be outdated, refer to MAAC website for most current). No Exceptions.
- 3) "No MAAC = NO Fly" rule in effect. The only exception is for someone on a buddy box giving it a try.
- 4) First in to the field will unlock (snap the lock shut on the highway gate post when coming in – we have had the lock stolen) and last out to lock both gates.
- 5) Enjoy the facilities but clean up behind yourself when leaving.
- 6) Please keep spectators behind the tables and if you are bringing guests, please keep them with you or behind the tables as well.
- 7) No flying will commence until half an hour after sunrise and will end a half hour before sunset. The times for each can be found from Environment Canada or the Weather Network (both have websites and smart phone apps). Night flying is not allowed unless your RPA is brightly lit.
- 8) No flying nitro or gas powered models prior to 9 am or after 9 pm
- 9) Mufflers or tuned pipes must be installed on nitro or gas powered models



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- 10) Tables are for working on your models. Flying is done only from the runway. Taxi or carry your models out to the runway before attempting to fly them. Kill engine at fence when taxiing in.
- 11) Do not fly behind the runway (over the pits). Please also try not to fly much to the left of the runway as there is a subdivision over there. Concentrate your flights straight out or to the right.
- 12) Coordinate with the flyers there to fly helicopters, drones, and planes at different times. Alternate your flights.
- 13) If flying on frequency 72, make sure to check with others to see who else may be on the same frequency and to post your frequency prior to turning your radio ON
- 14) If someone is flying, check with them BEFORE flying if they mind sharing the sky. Some flyers prefer to fly alone.
- 15) Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
- 16) The nearest aerodrome is Whitehorse (CEZ5 waterdrome) 6.27nm (11.61 km) northwest so there are no “fly-away” concerns. Our site is in uncontrolled airspace so there is no need to notify ATC.
- 17) No RPA or other model aircraft flying will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
 - a. If cloud is present below 1000’ 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.
- 18) Visual observers and MAAC “spotters” are optional/mandatory 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.
 - 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.



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- 19) 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.
- 20) There are no other risk mitigating strategies required at our Club. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.
- 21) The Club executive will review these rules at least once a year.