

RADIO CONTROL AIRPLANE CLUB OF CHIBOUGAMAU

The Goal

The goal of the Chibougamau R.C. Airplane Club is to have fun with discipline and respect for others in complete safety.

Administrative rules

To be accepted as a member:

1. Must be a member of MAAC and have their membership card in good standing for the current year.
 - a. You must have paid your dues to the Club R.C. de Chibougamau.
 - b. You must be aware of the rules of the MAAC and of our club.
 - c. You must show respect for others at all times.
2. Children are not allowed in the pit area/paddock or on the site unless accompanied by the hand of their parent if he or she is a member. (No engine must be running for this authorization to be valid).
3. A member who is alone at the site may have his wife and children with him in the pit area/paddock to assist him. (If there is an accident the Club is not responsible for accidents).
 - a. But if one or more members arrive the children and/or his wife will have to go to the spectator side.
4. It is strictly forbidden to drive on the side of the pit area/paddock and the runways, except for the maintenance of the runways.
5. Any new member who joins the club will have to change his 72mhz frequency if it is identical to the one of a member already belonging to the Chibougamau Radio Control Club.
6. Any person causing a disturbance or not respecting the club rules will be expelled from the club by a decision of the executive.

In the event of an emergency, dial 9-1-1 to get first responder services available. Direct them to our site access coordinates 49.975150N,-74.359076W or tell them just West of Lac Dufault 5kms north of Chibougamau.

Normal operating procedures and Club safety rules.

A copy of these rules must be available to all RPAS pilots using this site, either electronically or in print. The Club will endeavor to leave a copy at the site.

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. Abide by MAAC and Club rules as well as any decisions on the part of management.
3. A fire extinguisher should be available when any powered models are operating.
4. All pre-flight inspections or assembly shall be done in the designated area.
5. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions.
6. 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.

7. 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 on the runway agreed upon by pilots.
8. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
9. Our flying area is rectangular in shape and is 1000’ left, right and in depth from the pilot stations.
10. It is strictly forbidden to fly over the pit area/paddock or within 30 meters of any cars (parking), spectators under penalty of expulsion from the club. Penalties for disregarding rule # 2:
 - a. First offense: \$10.00 fine
 - b. Second offense: \$25.00 fine and 2 weeks or 14 days without flying on the club grounds.
 - c. Third offense: \$50.00 fine and 1 month or 30 days without flying on club property.
 - d. Fourth offense: \$100.00 fine and 1 year day for day without flying on the club's grounds from the date of this offense.
 - e. Fifth offense: Permanent expulsion from the club.
11. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
12. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
13. 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 Chibougamau. Night flying is not allowed unless your RPA is brightly lit.
14. 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.
15. 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.

Note: In the event of an accident, the deductible for the insurance policy will be paid by the persons involved in the accident and not by the Chibougamau RC Aircraft Club.

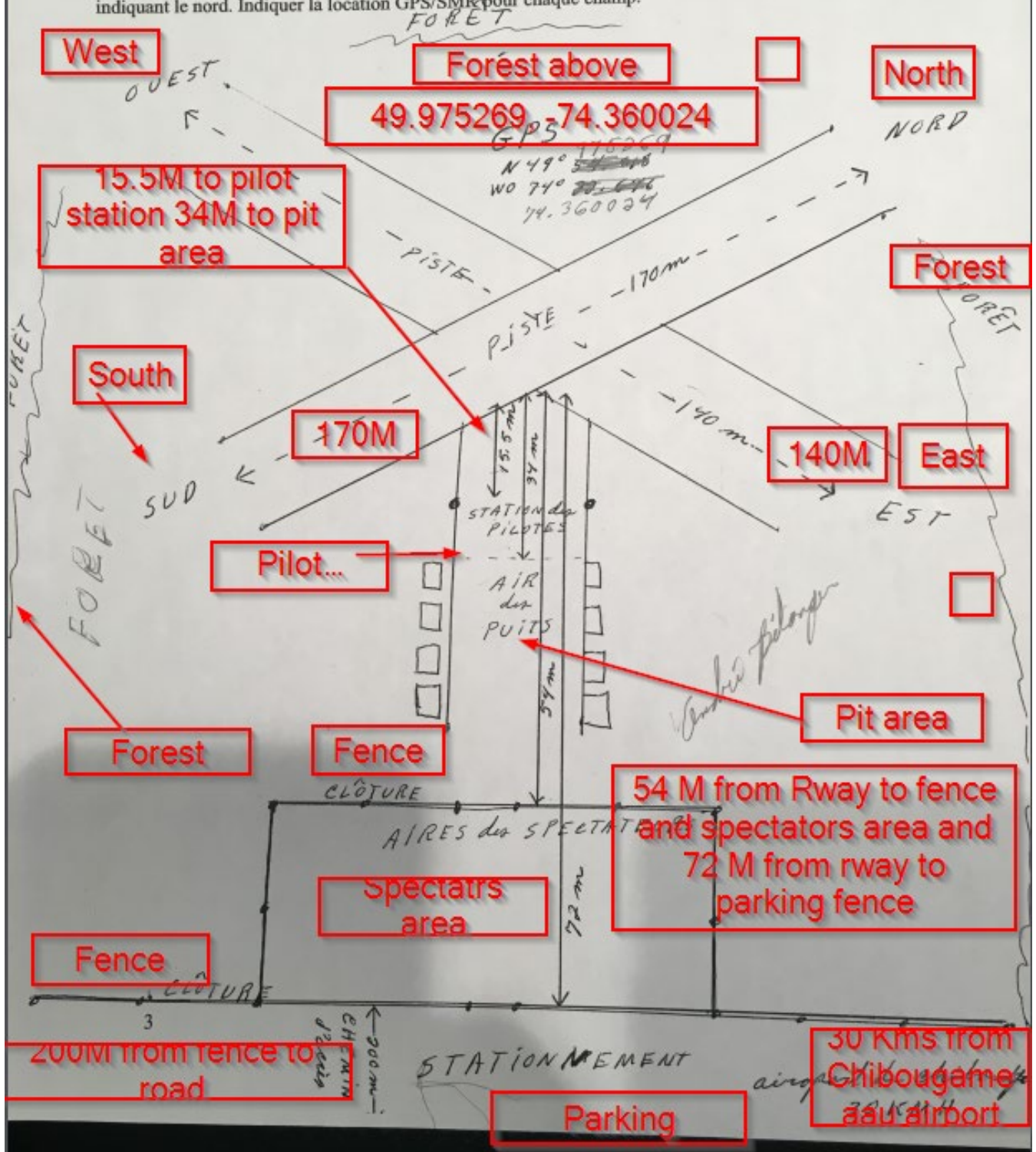
- 16. No RPA or other model aircraft flying will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
 - a. If cloud is present below 1000' above the model flying area
 - b. a horizontal visibility requirement of 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.
- 17. There are no other risk mitigating strategies required at NAME Flying Club. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.
- 18. The Club executive will review these rules at least once a year.

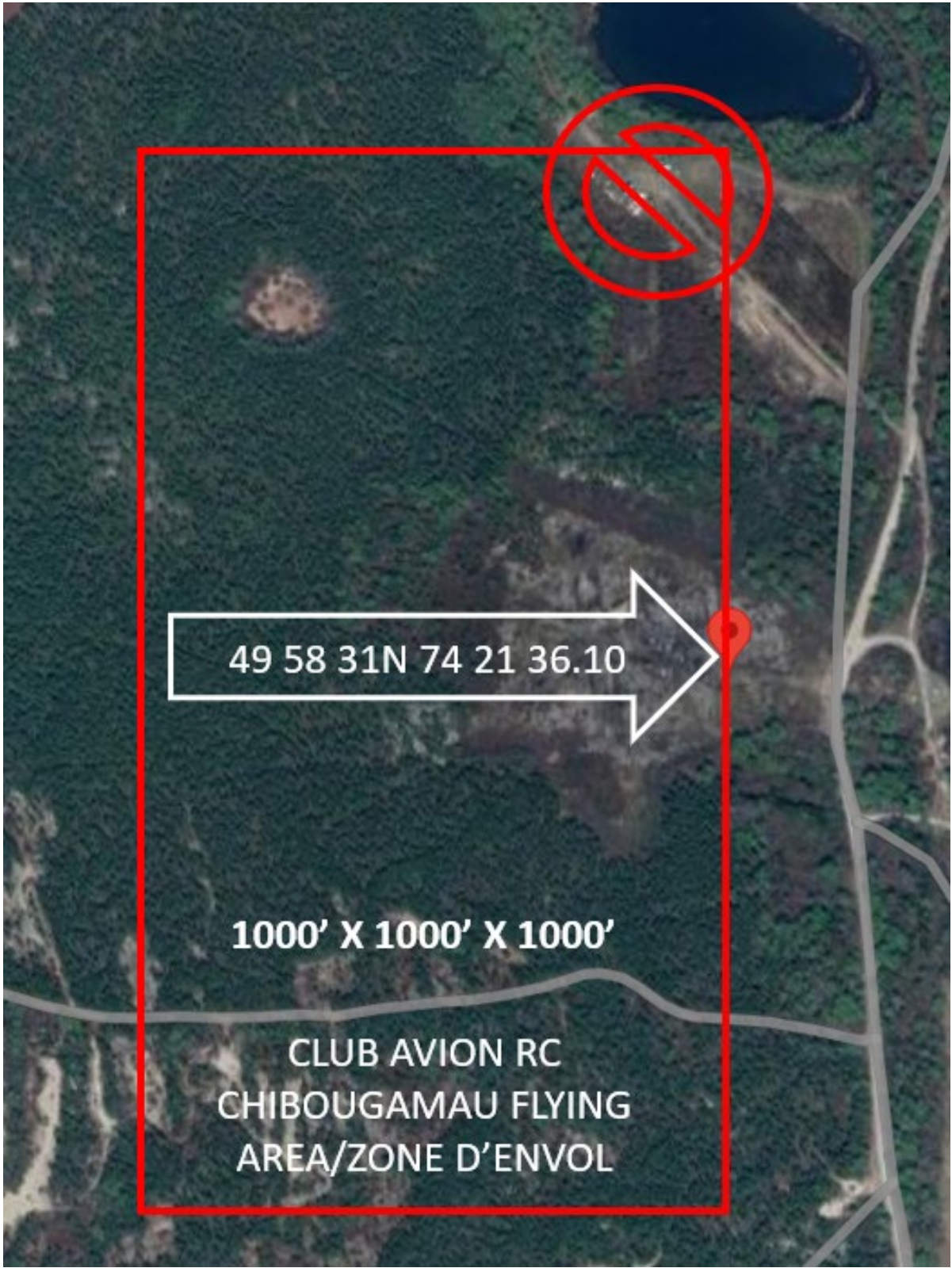
..... Signed at On.....

Member Signature

DIAGRAMME DU CHAMP
(À être complété chaque année, pour chaque champ)

Utiliser cette page pour votre diagramme de champ. Ce schéma doit indiquer: aire de lancement, clôtures, proximité des routes et aéroports, distances, édifices ainsi que le symbole de direction indiquant le nord. Indiquer la location GPS/SMR pour chaque champ.





49 58 31N 74 21 36.10

1000' X 1000' X 1000'

CLUB AVION RC
CHIBOUGAMAU FLYING
AREA/ZONE D'ENVOL