

CLUB AROMODELISME DRUMMONDVILLE Rules book

This document must be in the pilot's possession while in the field.

This document will be given to the pilots when they register

Administrative regulations

Anyone using this site must:

1. Be a member in good standing of MAAC.
2. **Respect the MAAC rules in effect at the time of the flight**
3. **Respect Transport Canada rules in effect at the time of flight**
4. Be a member of the CLUB AROMODELISME DRUMMONDVILLE, or be a guest and
5. Comply with the MAAC Safety Code and all club regulations.
6. Members who bring their children or guests to the field will be responsible for any accidents that may occur to such children or guests, as well as damage to members' equipment. Children and guests must stand in the ZONE reserved for VISITORS.
7. No pets are allowed on site.
8. Only member or guest pilots are allowed to enter the pits or access the flight runway.
9. Pilots invited by a member are always welcome, however the number of visits is 2 per year will be accepted. The guest must comply with club regulations and present their valid MAAC membership card and pilot certificate number.
10. Members will make it a point to keep the ground clean at all times. To this end, they will ensure that boxes, bottles, papers, cigarette butts, elastic bands, empty gallons, etc. are not left lying around.
11. No instructor or pilot will be liable for damage to a member's aircraft or equipment if the member has requested or accepted the member's assistance or if the instructor or pilot has seen fit to intervene to prevent a potential accident.
12. Any member, after dropping off his equipment, must park his vehicle in the parking lot.

In case of emergency call **911** the address to provide to first responders is: 1986-2500 Range 6 of Wendover N, Saint-Joachim-de-Courval, QC J1Z 2A2 Standard operating procedures and Club safety rules

The CLUB AROMODELISME DRUMMONDVILLE authorizes the

following categories of model making: STAP, free flight.

- 2.1. A fire extinguisher must be present for all motorized model operations .
- 2.2. All members must comply with the Canadian Aviation Regulations for RPAS.
- 2.3. All pre-flight or assembly operations must be carried out in the designated area.
- 2.4. Every gasoline or methanol engine must be equipped with a silencer that meets acceptable noise standards as defined by the executive.
- 2.5. Accumulators (battery) should not be connected to electric models unless the model is retained in the starting zone – without exception.
- 2.6. Internal combustion models shall be removed and started in the starting stations or equivalent located in the starting zone. Do not make extended adjustments if other pilots are flying.
- 2.7. Engine break-ins and adjustments that require continuous engine operation shall be performed at the rear of the vessel under the supervision of the pilot or aircraft owner.
- 2.8. Radio transmitters other than 2.4 mgh, must be in the place provided for this purpose, near the frequency panel, as soon as the member arrives in the field.
- 2.9. No member may use his radio transmitter unless he has identified his frequency on the outdoor frequency board.
- 2.10. Any pilot, who notices that his frequency is occupied, must respect the prerogative of the pilot

CLUB AROMODELISME DRUMMONDVILLE Rules book

who occupies the frequency but can register a privilege by cascading his pin with the one used.

CLUB AROMODELISME DRUMMONDVILLE Rules book

- 2.11. Any pilot who believes that he or she has been the victim of unjustified abuse of the frequency must report it to a member of the executive.
- 2.12. The direction of take-off and landing and the traffic pattern will be determined by prevailing winds. If there is no wind, all take-offs, etc. must be done in the direction of the river and not the road.
- 2.13. Manual and bungee launch must be performed in agreement with all pilots in flight - normally on one side of the cockpits.
- 2.14. Our flight area is rectangle: 500 meters wide by 270 meters deep. See photo at the end.
- 2.15. The recovery of ATPs that land/crash off the runway but in the flight area will be carried out in agreement with all pilots in flight.
- 2.16. Pilots may fly in formation provided they consent. There is a limit of 5 to the number of ATPs in flight.
- 2.17. No flight will start before 9 a.m. and will end half an hour before sunset, the time of which is available on the Météo Média app for the city of Saint-Valère. Night flying is not allowed at CLUB AROMODELISME DRUMMONDVILLE, unless your ATP is well lit.
- 2.18. At all times, the pilot must have physical control of his aircraft. Taxi in the wells is strictly prohibited.
- 2.19. It is prohibited to take off, fly or land over or near the parking lot, shafts or the access road between the wells and the runway, except in emergency cases only.
- 2.20. The duration of use of the frequency is normally limited to 20 minutes when several pilots use the frequencies.
- 2.21. Members registered on a family package will only be able to fly simultaneously if the quota of five frequencies is not reached and there is no one waiting.
- 2.22. Every pilot must immediately clear the runway after a failed landing or take-off if there are other aircraft in flight or if other pilots are waiting to take off. No start on the track.
- 2.23. To fly solo, any pilot must have his wings or have an authorization from an instructor of the club for this purpose.
- 2.24. At no time shall a pilot park his aircraft at the end of the runway or attempt to restart his engine outside the area provided for this purpose.
- 2.25. Every pilot must be placed in a cockpit behind the safety gate during take-off, flight time and wandering.
- 2.26. A maximum of 5 pilots can fly simultaneously.
- 2.27. Helicopters and planes cannot fly simultaneously on the same runway.
- 2.28. Any new or repaired aeroplane will need to be checked on the ground by an instructor or experienced pilot before being cleared to fly.
- 2.29. A test flight or first flight can only take place when all other aircraft are on the ground and the other pilots have been notified.
- 2.30. Any instructor may at any time require to check the condition of the equipment of a novice or any other pilot if he deems it appropriate and may, in the event of a risky situation putting the safety of the members at risk, prohibit the member from flying until the situation is corrected.
- 2.31. MAAC observers are optional on our website. Here are the club's procedures for ensuring full-size aviation safety:
 - a. When a member or other person sees a full-size aircraft approaching the site, they should shout "PLANE" aloud.
 - b. ALL pilots must immediately descend to as low an altitude as possible and then land safely as soon as possible.
 - c. When the full-size aircraft is no longer a threat, the person who gave the warning must shout "CLEAR", or the pilots can make this decision themselves and resume the flight.

CLUB AROMODELISME DRUMMONDVILLE Rules book

- 2.32. In the event of a near mishap or safety issue between a full-size aircraft and our ATP, ALL FLIGHTS must cease immediately. Affected members must complete a MAAC Reportable Event Report and submit it to the Club Executive and follow MAAC's policy with the following exceptions:
- If the member(s) concerned felt that the risk was very minimal, they may complete their own declaration or risk assessment using the MAAC form. Submit a copy of the form to the Club Executive when possible and remember that you must keep this form for one year (CAR901.49(2)). Resume the flight when you're done.
 - If the member or club executive deems the event serious, flights will not resume until members receive written permission from the club executive.
 - If there is actual contact between an aircraft and a MAAC RPAS - all flights will cease until MAAC confirms that we can resume operations.
 - This process is for your protection.
- 2.33. No ATP or other aircraft flight model will take place below the minimum weather conditions imposed by the Club. Members may determine the weather themselves by direct observation or use any other source:
- If clouds are present below 1000 feet above the flight area
 - a horizontal visibility requirement of less than 3 mt around the flight area, and
 - if there are other obscuring conditions (fog, smoke, haze, etc.) that could make it difficult to locate full-size aircraft.
 - If you can see the trees near the river, you can fly.
- 2.34. No other risk mitigation strategy is required at CLUB AROMODELISME DRUMMONDVILLE. The "see and avoid" MAAC technique was considered adequate to ensure aviation safety.
- 2.35. The Club Executive will review these rules at least annually .
- 2.36. All members must comply with the regulations at all times.
- 2.37. Everyone must verbally and physically **respect** other people. Anyone who **disrespects** another person physically or verbally **may** be temporarily or **permanently expelled** from the CLUB AROMODELISME DRUMMONDVILLE.
- 2.38. ANY breach of the by-laws must be reported to a member of the Executive. The Executive Committee reserves the right to notify or suspend or even expel a member who violates these rules. The member concerned loses all his rights and privileges and may not claim any refund, compensation or compensation.

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