

Bylaws Club Aéromodèle Saguenay Inc.

Administrative regulations

Anyone who uses this site must:

1. Be a member in good standing of MAAC.
2. Be a member of the CAS club, or be a guest and
3. Comply with the MAAC Safety Code and all club regulations.
4. Comply with Transport Canada's RPAS (Remotely Piloted Aircraft System) regulations.

In case of emergency call (911). The club does not have a street address, so the GPS coordinates are as follows:

48.459, -71.204.

Normal operating procedures and Club safety rules

These rules are available in print or online. A copy of these rules must be available to any member operating a RPAS. The club will endeavor to keep a copy on the flight site.

This club allows the following categories of model making:

RPAS: aircraft (combustion/electric), helicopters (electric/combustion) and drones.

1. Be a member in good standing of Club Aéromodèle Saguenay Inc. and be a member in good standing of the M.A.A.C.
2. A person holding no accreditation or experience and wishing to perform a model flight must be accompanied by an instructor recognized by the M.A.A.C. and fly with the club's aircraft in dual controls.
3. A student pilot shall not conduct a flight without the supervision of an instructor, or a person duly authorized by the chief instructor.
4. Spectators and visitors are not allowed in the pit area and on the flight stations.
5. The silencers must be in good condition.
6. Spinner cones are mandatory.
7. The pilot with a 72 MHz remote control must block his frequency on the space provided for this purpose with the M.A.A.C. card and the card of his club and release his frequency as soon as possible after the flight. Be courteous to those who share your frequency by restricting your flight time.
8. It is forbidden to fly more than five (5) aircraft or two (2) helicopters at the same time on the runway.
9. You must never drive on or near the flight area unless:
 - a. The take-off of the student pilots standing behind the aircraft,
 - b. The first take-offs of a new model,
 - c. The recovery of a model during landing.
10. At all times you must clearly indicate your intentions to the other pilots for the use of the track.
11. The order of priorities is as follows:
 - a. Landing in case of failure,
 - b. Landing of gliders,
 - c. Landing of powered aircraft,

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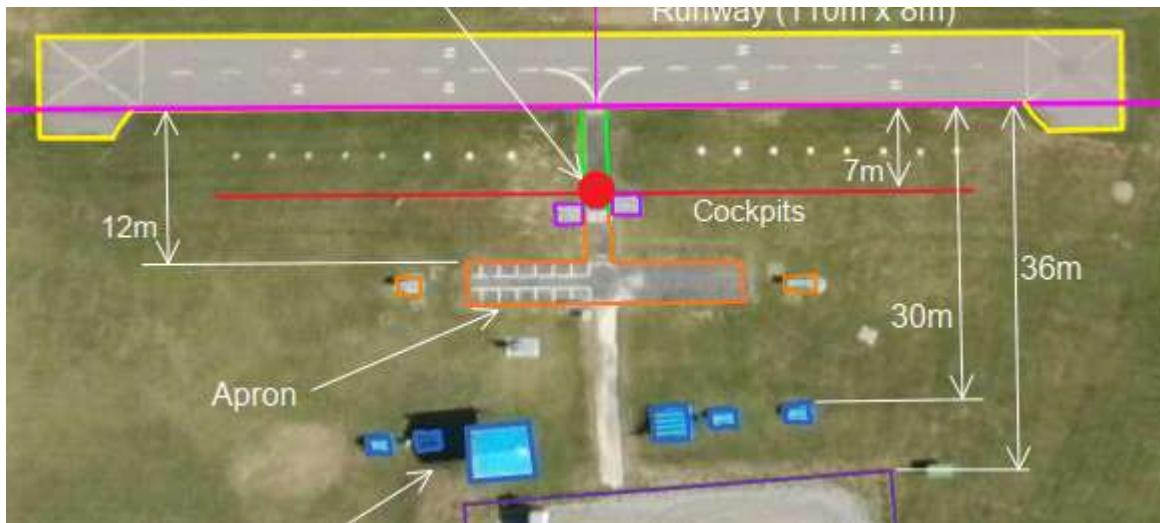
- d. Take-off
 - e. Touch-n-go.
12. All aircraft must have the "fail-safe" function programmed and operational (the opening of the throttle must close when the remote control is closed).
 13. It is strictly forbidden to fly over: The spectator area, parking lot, pits, pilot flight stations and any portion of land behind the runway.
 14. Aerobatics and prowess of all kinds must be performed safely and in the direction of the runway in front of pilot stations for airplane and across the runway (north field) for helicopters. The Alternative Control Zone on the southwest side of the runway is reserved exclusively for helicopter pilots. It is the responsibility of the pilot operating in this area to clear the axis of the runway for aircraft take-offs and landings.
 15. It is forbidden to circulate on the ground in the wells. Engine shutdown is mandatory before the line painted on the ground.
 16. It is mandatory to use the starter poles located on either side of the entrance to the track (taxi way).
 17. All pilots wishing to make a flight must place their aircraft consecutively along the entrance of the runway in order to chain flights and be respectful of this order.
 18. Large models (30 cc or equivalent and more) having difficulty taxiing on the track can do so on the lawn. The pilot must ensure that his aircraft is secured by holding it by the tail at all times. N.B. the aircraft must never point towards other pilots.
 19. The propeller blast must always be directed outwards from the wells.
 20. A proud member of his club picks up his garbage (candles, rubber bands, propellers, etc.) and those who hang out on the field before leaving the field. The cleaner it is, the more annoying it is to pollute !!!!
 21. A pilot may not consume or be under the influence of alcohol or drugs while flying.
 22. Safety and responsibility: These two items are inseparable and the regulations that govern them are dictated by prudence and common sense.
 23. A fire extinguisher must be present for all motorized model operations.
 24. All members must comply with the Canadian Aviation Regulations for RPAS.
 25. All pre-flight or assembly operations must be carried out in the designated area.
 26. Accumulators (battery) must not be connected to electric models unless the model is retained in the starting area – without exception.
 27. Internal combustion models shall be retained and started in the starting stations or equivalent located in the starting area. Do not make extended adjustments if other pilots are flying.
 28. 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 carried out from east to west.
 29. Manual and bungee launch must be performed in agreement with all pilots in flight - normally on one side of the cockpits.
 30. Our flight area: see diagram at the end of the document.
 31. Recovery of RPAS that land/crash off the runway but in the flight area will be carried out in agreement with all pilots in flight.
 32. Pilots may fly in formation provided they consent.

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33. No flight will start until half an hour after sunrise and will end half an hour before sunset, the time of which is available on the Météo Média la ville de Saguenay application. Night flying is not allowed at Club Aéromodéliste Saguenay, unless your RPAS is well lit.
34. MAAC observers are optional on our site. 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 flying.
35. In the event of a near miss or safety issue between a full-size aircraft and our RPAS, 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:
 - a. 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.
 - b. If the member or club executive deems the event serious, flights will not resume until members receive written permission from the club executive.
 - c. If there is actual contact between an aircraft and a MAAC RPAS - all flights will cease until MAAC confirms that we can resume operations.
 - d. This process is for your protection.
36. No RPAS or other aircraft flight models 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:
 - a. If clouds are present below 1000 feet above the flight area
 - b. Have visibility of the water tower located north of the runway, and
 - c. If there are other obscuration conditions (fog, smoke, haze, etc.) that could make it difficult to locate full-size aircraft.
37. No other risk mitigation strategy is required at Club Aéromodèle Saguenay. The "see and avoid" MAAC technique was considered adequate to ensure aviation safety.
38. The Club Executive will review these rules at least annually.

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Track diagrams



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DIAGRAM OF THE FLIGHT AREA.

