

# Timmins Golden Hawks General Club Rules

A copy of these rules must be available to all RPAS pilots while at the site, either electronically or in print. The club will endeavour to provide a copy at the site.

## FLYING FIELD RULES AND REGULATIONS:

### (A) ELIGIBILITY

The following persons may use our flying field facilities:

- (1) Only members “in good standing” of the Model Aeronautics Association of Canada (M.A.A.C).
- (2) Members in good standing (paid up) of the Club. Only qualified pilots who have passed their tests may fly alone.
- (3) A guest of a Club member may also use the field for one day only if this guest resides in the Timmins area.
- (4) Out-of-town guests and out-of-town club members are always welcomed if they are accompanied by one of our Club members who shall be responsible for them.
- (5) Mufflers will be required on all engines greater than .15 cubic inches. If an engine is deemed excessively noisy by a consensus of opinion of fellow pilots, an attempt will be made by the owner of the engine to muffle his engine more effectively. Any Club Executive shall have authority to enforce this rule.
- (6) No alcoholic beverages or illegal drugs will be allowed at the field and no one under the influence of the same shall be allowed to fly.
- (7) Club members will not fly their aircraft, until they get their wings and become a qualified or approved flyer by the Club, unless assisted by a qualified pilot. A qualified pilot will be defined as a member who has demonstrated full control of their aircraft from takeoff to landing.

(B) FLYING:

- (1) No person shall turn ON a 72 MHz frequency transmitter unless they have a frequency clip for their frequency affixed to the frequency board. Club acceptable clip shall be use. Transmitters operating on 2.4 GHz are exempt.
- (2) Field boxes or any other equipment shall not be placed on runways or taxi strips.
- (3) Normally, aircraft engines shall be started and adjusted only in the designated pit area.
- (4) At all established and organized flying areas, Club members will abide by the safety rules dictated for that site. They will not willfully or deliberately fly their aircraft in a careless, dangerous, or reckless manner.
- (5) If a pilot is required to be on the runway to facilitate model launch or take off, immediately after take-off, the pilot shall leave the runway and stand in the area designated as "pilot area". At no time is the pilot, helper or instructor to remain in the path of aircraft landing or taking off.
- (6) No spectators shall be allowed in designated pit and flying areas, unless in the company of a pilot.
- (7) All hand launches are to be released beyond the point where the aircraft could possibly go into the pits, other flyers or spectators.
- (8) Aircraft shall be flown parallel to the runway away from the pit areas. At no time shall a pilot fly over the pits or within 30 meters of any parking area.
- (9) At any time that a pilot loses control of their aircraft, or it appears that the aircraft is headed towards persons or objects and may cause injury or damage, the pilot shall "DUMP" the aircraft.
- (10) Pilots will announce take off, landing, low approach and runway clear to all other pilots present. If a pilot is required to retrieve their aircraft from the runway area, they will announce to all pilots "on the runway." Once the aircraft has been retrieved, the pilot will announce "runway clear."
- (11) If "3D" maneuvers will take place over, or near the runway area, the pilot must call "the box" to warn other pilots of this activity. When the maneuver(s) are completed, the pilot will call "all, or box clear."
- (12) Before making a low pass over the runway, the pilot must make sure that the runway is clear and inform other pilots flying.

(C) PRIORITY USE OF RUNWAYS:

- (1) Landing priority shall be given to a Pilot, landing an aircraft dead-stick. The runways, in such a situation, shall be kept clear from the moment such a landing is announced until the aircraft has landed and has been removed from the runway, at which time the Pilot, or helper shall yell, "ALL CLEAR TO LAND" or "RUNWAY CLEAR".
- (2) Radio Controlled aircraft shall have priority on the use of runways.

(D) FULL-SCALE SAFETY PROTOCOLS

- (1) 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.
  - 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.
- (2) 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.
- (3) 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.

(4) This site is wholly in uncontrolled airspace and the nearest aerodrome is Timmins and District Heliport (CTM6 - 3.32nm northwest) there are no fly-away concerns.

(5) There are no other risk mitigating strategies required at Timmins Golden Hawks Flying Club. The MAAC "see and avoid" technique has been determined to be adequate to ensure aviation safety.

(6) The Club executive will review these rules at least once a year.

(E) CLEANLINESS:

Each person shall be responsible for disposing of his own litter and garbage.

(F) ENFORCEMENT OF RULES:

It is the duty of all Club members to report to the Airfield Manager or other member of the Executive Committee all violations of these By-Laws.

(G) VIOLATIONS:

(1) Any member of the Executive Committee has the authority to ground a violator on the spot for serious violations. The Executive Committee would determine a suitable period of grounding and inform the violator.

(2) Members or guest flyers that do not abide by these rules will be given at least two reminders of any one rule. A "third" reminder of any one rule will be grounds for cancellation of flying privileges for a period decided by the Executive. Repeated rule offenders will have their flying privileges revoked for the remainder of the season.

