

## YOUNG'S POINT RADIO CONTROL FLYING CLUB

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

### **FIELD REGULATIONS: 2023**

1. Flying hours - Monday to Sunday (including holidays)  
(i) nitro/gas engines - 8:00am to dusk  
(ii) electric engines - dawn to dusk
2. Parking: No parking directly in front of the entry gate or on the pathway from the main road to the area immediately in front of the gate. Members can unload by the entry gate but then move their vehicle to the designated parking areas along the road
3. Entry Gate: The first person arriving at the field should unlock and then open the gate, ensuring that it is secured in the open position. The last person leaving the field must shut the gate and ensure that it is locked
4. Club members may go on the field at any time as flyers, helpers, or observers. Visitors are restricted to the observation area unless accompanied or directed by a club member
5. Guest Policy:
  - (i) Qualified radio control flyers that are visiting the area and would like to fly at the YPRCFC field may fly at the field provided they show proof of a current MAAC membership and are accompanied by a current YPRCFC member.
  - (ii) Members are responsible for their guests and must notify a member of the club Executive if they are planning on hosting a guest
  - (iii) There is a limit of 3 visits per year/guest unless authorized by the club executive.

**Please note:** MAAC now uses the term "Remotely Piloted Aircraft Systems (RPAS)" when referring to the following radio control aircraft types; planes, helicopters, multi rotors/drones  
In this document the term "Aircraft" has been substituted by the term "RPAS"

6. No one shall attempt to fly a RPAS unassisted until they have:
    - (a) Successfully completed the YPRCFC or equivalent "Wings program" for the type of RPAS to be flown.
    - (b) Reviewed and will comply with the MAAC Safety Code, the specific rules of any special interest category and any rules established for the specific flying site and/or event.
    - (c) In their possession a valid MAAC Membership document or equivalent.
  7. (a) **MAAC requires that the following identification MUST be on all RPAS:**
    - (i) The members MAAC number
    - (ii) MAAC website address
    - (iii) MAAC office phone number "or" members home/cell phone number(b) Optional information:
    - (i) Member's name
- RPAS that do not have the minimum MAAC identification indicated on them will not be allowed to fly at YPRCFC sanctioned sites.**
8. As per MAAC regulations, a Range Check must be conducted by pilots **on all of the RPAS** that they intend to fly on any given day.
  9. For flyers not using the 2.4 GHZ frequency, a Frequency Board will be used. A transmitter shall not be switched on until the frequency board is checked. A frequency shall not be retained longer than 10 minutes if another person is waiting to use it. When flight is complete, your frequency pin must be removed
  10. Effective mufflers are mandatory on all nitro/gas engines. If there is a question regarding the noise level of a particular nitro/gas engine, the executive reserves the right to test the engine using the MAAC guidelines for appropriate noise levels
  11. All members shall use an appropriate method of restraining their model during starting/arming (on a flight stand or the ground) of the RPAS or during a range check when it is conducted with the motor running or where there is any danger of the motor starting as in the case of electric motors
  12. (i) An RPAS shall not be flown in a manner that monopolizes air space directly over the flying field.  
(ii) Pilots must be mindful of flight times with different aircraft. Maximum flight time is 10 minutes
  13. An RPAS shall not be flown outside the northern boundary of the club field. Under no circumstances can any RPAS over fly the farm field or farm house located north of the club flying field
  14. (a) An RPAS shall not be flown directly at or taxied into the pit area. Nor shall they be flown over the pit area or observation area  
(b) Under no circumstances shall any RPAS be flown from the west side of the field

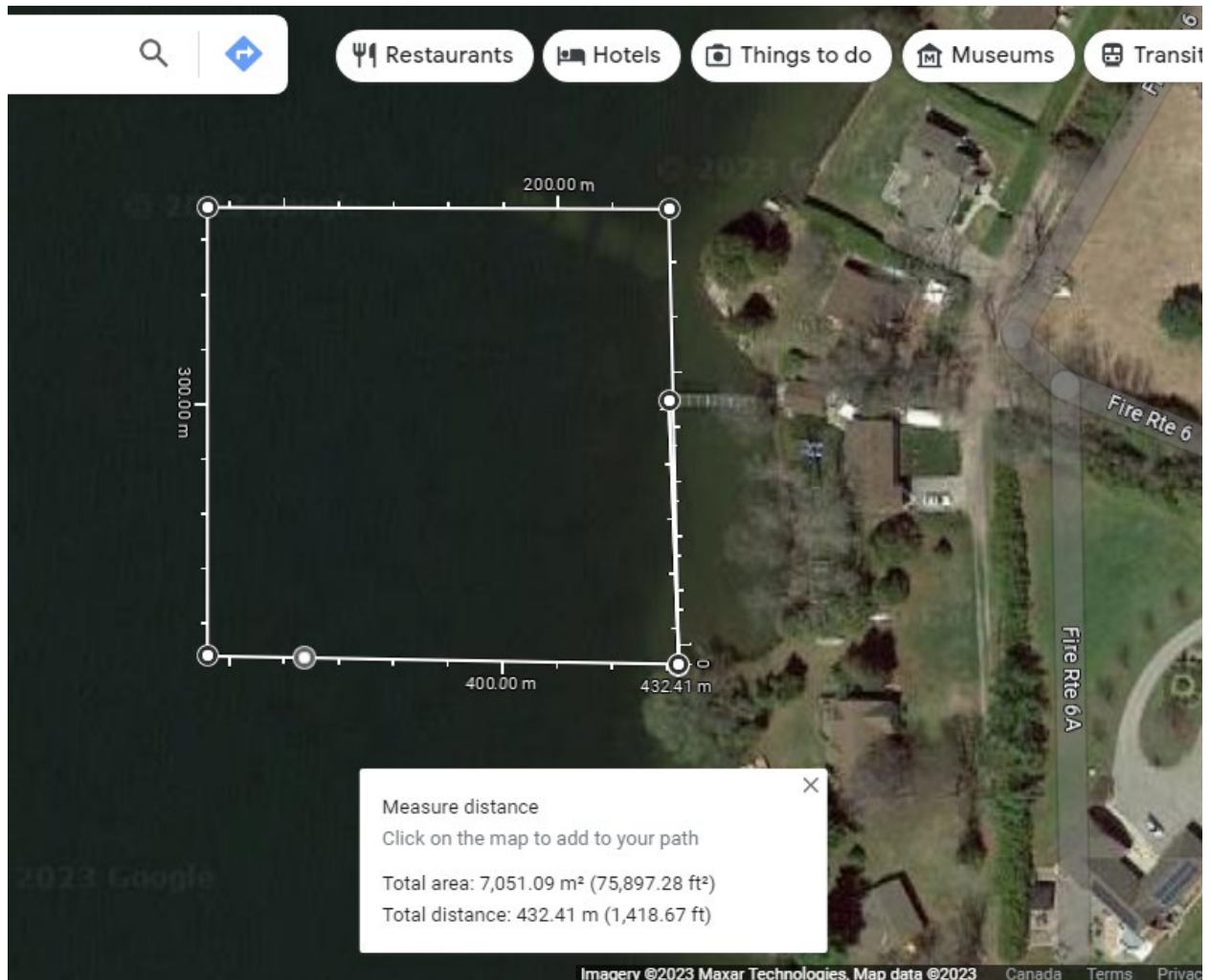
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15. Number of RPAS in the air at one time:
- (i) No more than three (3) planes are to be in the air at one time **OR**
  - (ii) No more than one (1) helicopter is to be in the air at one time **OR**
  - (iii) No more than two (2) drones are to be in the air at one time
- There is to be no mixing of RPSA types ie: planes do not fly when drones are in the air etc.
16. Anyone using the west runway, must carry or taxi their RPAS out to the edge of the N-S runway, adjacent to the pilot stations, before beginning their take off run. If another pilot is already flying from one of the pilot stations, appropriate communication must take place.
17. Pilots shall stand in the designated flying area (white portable fence sections) unless they have an;
- (i) RPAS that cannot be taxied due to wind or other conditions
  - (ii) RPAS that they wish to stand behind for take-off purposes
  - (iii) RPAS that must be hand launched
  - (iv) RPAS that needs to be retrieved from the runway or field area adjacent to the runway, for any reason:
    - The pilot of the RPAS is to obtain approval from all operating pilots before entering onto the runway and/or field area. Operating pilots are to give permission only if they can maintain a safe height and have sufficient fuel. Removal of the RPAS should be done in a quick and orderly manner.
  - (v) RPAS that needs to be retrieved from one of the surrounding fields due to a crash or major malfunction:
    - The pilot of the RPAS is to obtain approval from all operating pilots before entering onto the runway and the immediate field area in order to travel to one of the adjoining fields. Operating pilots are to give permission only if they can all maintain a safe height and have sufficient fuel.
    - Once the pilot of a downed RPAS reaches an adjoining field, regular flying operations can commence, pilots are to use discretion to ensure safety for everyone.
    - Once the RPAS has been retrieved, the pilot must use caution when entering the main flying field and signal to any operating pilot that they need to cross the runway and return to the pit area. Operating pilots are to give permission only if they can all maintain a safe height and have sufficient fuel.
  - (vi) Drone Pilot Exception: Drone pilots can move from the designated pilot station(s) onto the field while flying, appropriate communication to take place if two (2) drone pilots flying at the same time
18. As per MAAC regulations, any pilot flying using First Person View (FPV), must be accompanied by a spotter at all times
19. All flying shall cease during maintenance on the flying field and/or the crop area on the same parcel of land. When the surrounding fields are being worked, pilots are to use discretion to ensure safety for everyone
20. At non-field sites, such as float fly's where access to the flying area is not under the control of the club, extra safety procedures should be implemented. These should include;
- the use of a spotter, to watch for changing safety conditions
  - pilots should check the area behind their RPAS for people, cars and other RPAS
  - Nitro/gas float equipped RPAS should be restrained on the ground in an appropriate manner during pre-flight engine warm-up and testing.
21. RPAS shall yield to full size aircraft without exception. 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.
22. 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.
23. No RPA or other model aircraft flying will occur under 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.

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24. (a) Pyrotechnic and explosive devices are not to be carried or activated by an RPAS.  
(b) Internally mounted pulse jets, rocket or thrust engines are not to be used re: the danger of fire.
25. A first aid kit and fire extinguisher are in the grey container with a red first aid symbol on it, located at the entry to the main taxiway
26. Garbage of any kind including crash debris must be removed from the flying field by club members. If you bring it to the field, you must take it away from the field.
27. With renewal of annual flying privileges, each flyer agrees to the rules and regulations of MAAC and YPRCFC to ensure that all model operations are conducted in a safe a manner
28. Repeat infractions of club field and safety rules will be subject to disciplinary action at the discretion of the club executive. If corrective action is not taken by the member in question, their flying privileges will be revoked
29. Changes to the above rules will be made by the club executive as required



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