

YPRCFC FLOAT REGULATIONS – SECONDARY FLOAT SITE (JULIEN LAKE): May 23, 2023

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

General Operational Statement

Young's Point Radio Control Club is a sanctioned member of MAAC Canada and as such, YPRCFC members must adhere to all:

- MAAC Canada regulations and requirements
- MAAC SOC requirements
- Young's Point Radio Control Flying Club Float Regulations

1. Flying hours: Float flying season runs from approximately May 15th to the end of September
 - (i) Al Zacher Site B Chemong Lake - Wednesday morning from 8:00am to 11:30am
 - (ii) Newt Young Site Julien Lake - Monday evening from 4:00pm to dusk

Note:

- (i) No flying activity can take place at the YPRCFC float sites unless the landowner/YPRCFC member is on site to supervise the float flying session
- (ii) Additional float sessions may take place with the approval of the landowner/YPRCFC member and must be supervised by the landowner/YPRCFC member

2. Parking: - Members to park in the designated areas behind Al Zacher's house and Newt Young's house

3. Guest Policy:

- (i) Qualified radio control flyers that are visiting the area and would like to fly at a YPRCFC float site may fly at the float site 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 the float site supervisor to receive approval 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.

4. 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, and 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

5. (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
(iv) Optional information: 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.

6. 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.
7. For flyers not using the 2.4 GHZ frequency, approval of the site supervisor is required
8. 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
9. 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
10. (i) An RPAS shall not be flown in a manner that monopolizes air space in the designated flight area
(ii) Pilots must be mindful of flight times with different aircraft. Maximum flight time is 10 minutes
11. Number of RPAS in the air at one time:
(i) No more than two (2) planes are to be in the air at one time
12. Pilots must stand at one of the flight stations when operating their RPAS. If more than one RPAS is in the air, clear communication must be maintained between the pilots.
13. (i) A recovery boat must be located in a readily accessible location in the event an RPAS has to be recovered
(ii) If an RPAS recovery is required, all flying activity must cease during the recovery process and can not resume until the recovery is completed and the recovery boat has returned to the dock

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14. At float sites where access to the flying area (lake) not under the control of the club, extra safety procedures should be implemented. These should include;
 - the use of a spotter is required, to watch for changing safety conditions (boats, wave conditions, planes etc)
15. RPAS shall yield to full size aircraft without exception. Visual observers and MAAC “spotters” are mandatory at our site. The following are club procedures for ensuring full scale aviation safety.
 - (i) When any member or other person, spots a full-scale air plane 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.
 - (ii) ALL pilots must immediately descend to as low an altitude as possible and then land as soon as safely able
 - (iii) 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
16. If there are 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:
 - (i) 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.
 - (ii) If the member or Club Executive deem the event serious. Flying will not resume until members are given permission by the Club Executive – in writing
 - (iii) If there is actual contact between an aircraft and a NAAC RPAS – all flying will cease until MAAC confirms that flying operations may resume
 - (iv) This process is for your protection
17. An RPAS shall not be flown directly at the pit area, nor shall they be flown over the pit area or observation area (shoreline area)
18. As per MAAC regulations, any pilot flying using First Person View (FPV), must be accompanied by a spotter at all times
19. RPAS will observe a maximum vertical flying height restriction of 400’.
20. 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 of any other source:
 - (i) If cloud is present below 1000’ above the model flying area
 - (ii) A horizontal visibility requirement of less than 3sm around the flying area, and
 - (iii) If there are other obscuring conditions (fog, smoke, haze etc) which could make spotting full-scale aircraft difficult
21. (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.
22. A first aid kit must be located onsite.
23. Garbage of any kind including crash debris must be removed from the float site by club members. If you bring it to the float site, you must take it away from the float site.
24. 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
25. 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
26. This site is wholly in uncontrolled airspace and the nearest aerodrome is 13nm away. There are no fly-away procedures required.
27. Changes to the above rules will be made by the club executive as required

