

Moose Jaw RC Aircraft Club Rules

These rules are available in print or online. The club will endeavour to keep a copy at the modelling site and provide all members with a copy.

RPAS operation (RPA with an all-up flying weight between 250 grams and 25kg) is **prohibited** at this site because the site is located in CFB Moose Jaw Class D control Zone, and at other times NAV CANADA Class E controlled airspace.

Moose Jaw RC Aircraft Club allows the following modeling categories and with this application the Club is requesting an SOC for mRPAS.

mRPAS, Tethered (control line), Free flight, Space models, surface vehicles.

Administrative

The Moose Jaw RC Aircraft Club location: Ash St. And 16th Ave, Moose Jaw, Saskatchewan (Land based RC on Municipal land (i.e. parks etc.) within 0.5 nm of 50 degrees 23' 21.20" N, 105 degrees 35' 6.70"

All persons using this modelling site must:

- 1) All members must be a current member of MAAC in good standing and have paid their MJRCC yearly club dues or be a visitor of a member or another club in good standing.
- 2) All Members using this site must read and understand that they will abide by these rules while modeling at MJRCC.
- 3) All members operating an mRPAS at this site must have a copy of these rules available at the site either electronically or in print. The club will ensure a current copy is posted in the clubhouse.
- 4) This site will allow mRPAS Fixed Wing as well as mRPAS Multirotor (Already approved for Control Line, Free Flight, Space Models and Surface Vehicles)

In an emergency, phone (9-11) and the civic address for first responders is Ash St. & 16th Ave

General Site Rules

- 5) A fire extinguisher must be present for all powered model operations.
- 6) No flying/modelling will commence until half an hour after sunrise and end half an hour before sunset, the time of which is available on the Weather Network App for the town of Moose Jaw. Night flying/modelling is prohibited at Moose Jaw RC Aircraft Club unless your model is brightly lit.

mRPAS Specific Rules

- 7) All members intending to operate mRPAS at this site must have each of their mRPAS weighed in and registered with club officials before the first flight. Where a manufacturer lists the weight of the mRPAS, that will be an accepted weight. The Club will keep track of what mRPAS have been approved for which members.
- 8) The Club reserves the right to conduct spot inspections and weigh ins of any mRPAS used at this site.
- 9) Any member found to fly an unapproved mRPAS, an overweight approved mRPAS or an RPAS at this site will be removed from the club-no exceptions.
- 10) All adult open members using this site may have a Basic or Advanced RPAS Certificate but must demonstrate or be known to possess competent mRPAS flying skills before using the site.
- 11) Junior Members (including members under age 14) may operate a mRPAS independently provided they have demonstrated competency to an adult member.

Normal operating procedures and Club safety rules

- 1) All members shall follow the applicable Canadian Aviation Regulations.
- 2) All pre-flight inspections or model assembly shall be done in the designated area away from the active modelling area.
- 3) Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
- 4) Batteries shall not be connected to launch/ignition equipment or active systems shall not be connected to igniters, and launch keys are not inserted unless the model is on the launch pad either restrained or ready for launch – no exceptions.
- 5) If there is any type of near miss or safety concern between a full-scale aircraft, or a bystander and our models, ALL modeling 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 you must keep this form for one year. Resume modeling when done.
 - b. If the member or Club executive deems the event serious, modeling will not resume until members are given permission by the Club executive – in writing.
 - c. If there is actual contact between an aircraft, bystander and a MAAC model – all modeling will cease until MAAC confirms we may resume operations. This process is for your protection.

mRPAS Site rules

- 1) MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
- 2) No mRPA flying will occur below the MAAC-mandated weather minimum:
 - 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.
- 3) mRPAS shall be operated within the designated flying area (see chart) and will share the facility with other modelers. The club shall employ a first come first to fly protocol where members take turns with the various modeling activities. mRPAS must follow all over flight and buffer distance rules same as large RPAS.
- 4) Canadian Forces Base Moose Jaw airport (CYMJ) is located 3.69nm south of the flying site and the control zone is .69nm south. In the event of a fly-away towards CYMJ or the control zone area, contact CYMJ DND aeronautical services at 306-694-2222 Ext 5263 and advise them of the situation.

Tethered/Control line Spotter rules.

- 1) MAAC “spotters” are optional but recommended at our site. The following are club procedures for ensuring by-stander safety:

- 2) When any member or other person spots a by-stander approaching the flying area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
- 3) ALL control line Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander.
- 4) The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.
- 5) If you perceive the bystander to be in danger, and do not have a reasonable expectation to ensure their safety, "ground/crash/stop" you model by any means possible away from the bystander and in a manner that is as safe as possible.

Space Models (Rockets)

- 1) MAAC "spotters" are optional but recommended at our site. The following are club procedures for ensuring by-stander safety:
- 2) When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
- 3) ALL members must immediately stop any launch countdown and disarm the ignition system.
- 4) If a rocket has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and stay outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Free-Flight – these rules are required if the size and weight pose a personal injury risk (250grams and up)

- 1) MAAC "spotters" are optional but recommended at our site. The following are club procedures for ensuring by-stander safety:
- 2) When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
- 3) ALL members must immediately stop any launch preparations and disarm the power/launch system.
- 4) If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

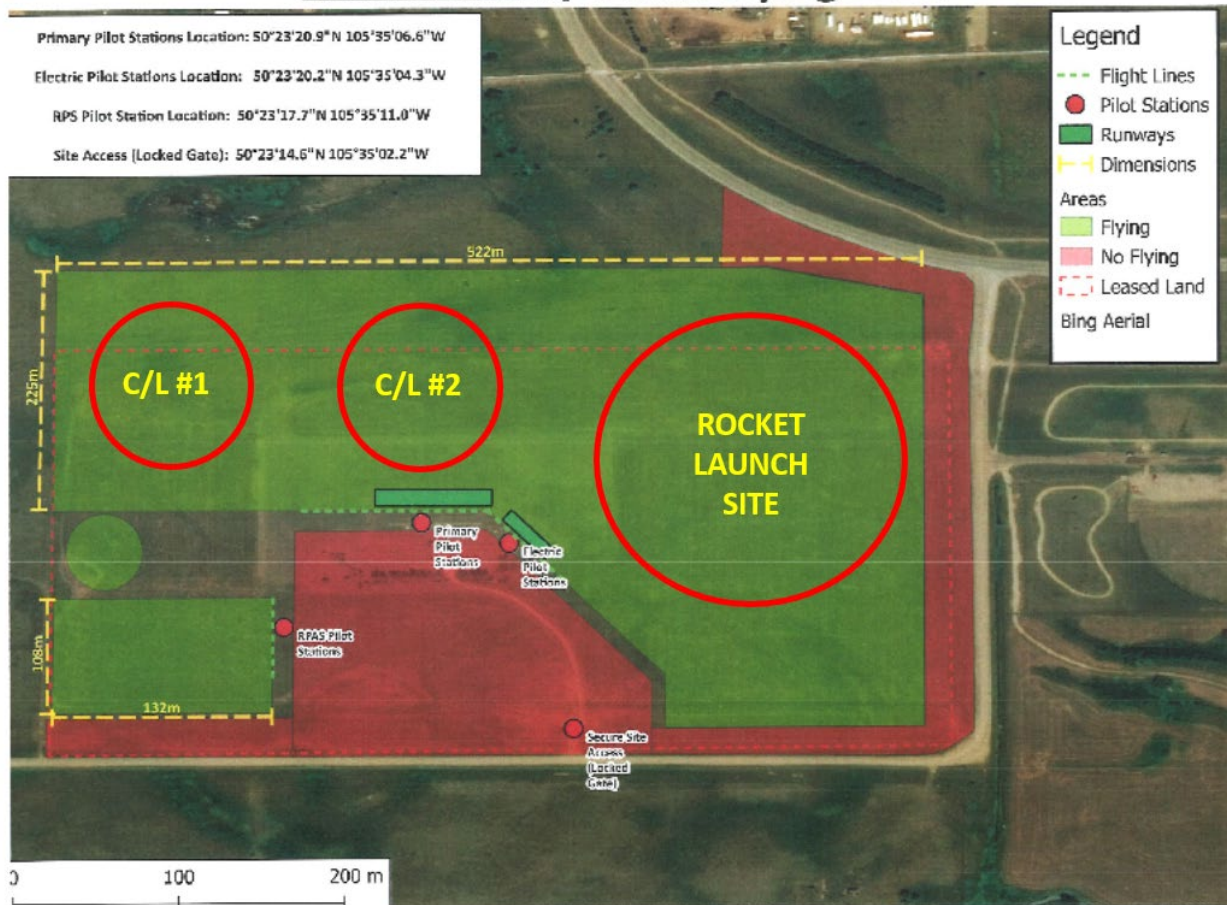
Surface Vehicles – Cars/Trucks

- 1) MAAC "spotters" are optional at our site. The following are club procedures for ensuring by-stander safety:
- 2) When any member or other person spots a by-stander approaching the model area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
- 3) ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from.
- 4) If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Our site is located within 3nm of an aerodrome as listed in the Canada Flight supplement. The following are required procedures to assist in ensuring aviation safety.

- 1) The aerodrome name is Moose Jaw (Dr F H Wigmore Regional Hospital) (CWH6 – HELIPORT CERT) and is located 2.92nm north of our modeling site. Because of CFB Moose jaw airspace, the aerodrome traffic pattern does not come over our site.
- 2) Prior to inserting the launch key, or otherwise arming the launch system, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The countdown shall not commence until all involved are satisfied there is a safe launch window.
- 3) At the 5 second mark, the launch officer shall pause the countdown one more time to scan the sky one more time. If all clear, then commit to the launch procedures.
- 4) No free flying model aircraft operations (free-flight and space modeling) 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 (above max rocket/free flight expected altitude)
 - b. a horizontal visibility requirement of less than 3sm around the modeling area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.
- 5) There are no other risk mitigating strategies required at Moose Jaw RC Flying Club.
- 6) The Club executive will review these rules at least once a year.

MOOSE JAW R/C CLUB FLYING FIELD



CFS Entry

MOOSE JAW (DR. F. H. WIGMORE REGIONAL HOSP) SK (Heli) CWH6

REF	N50 25 12 W105 31 32 Adj N 10°E (2016) UTC-6 Elev 1879' A5006	
OPR	Dr. F.H. Wigmore Regional Hosp 306-694-0275 Cert PPR	
PF	A-1,2,4 C-3,5,6,7,8	
FLT PLN	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall leng h 57.4'	
RCR	Opr	
LIGHTING	RW (LO) yellow	
COMM	Moose Jaw (CYMJ) TWR 126.2 ctc within 10NM 4900 ASL	
PRO	Arr/dep curved 064° to 099° fr heli, slope 16% (H2), day/night use. Arr/dep curved 264° to 279° fr heli, slope 16% (H2), day/night use.	
CAUTION	Lgt poles W, N, E of heli, marked with obst lgts. Hosp S of heli marked with lgts.	

NAV NAV Drone

Search for locations...

MOOSE JAW, SK (CYMJ)

Category

Control zone

Lower limit

Upper limit

GND

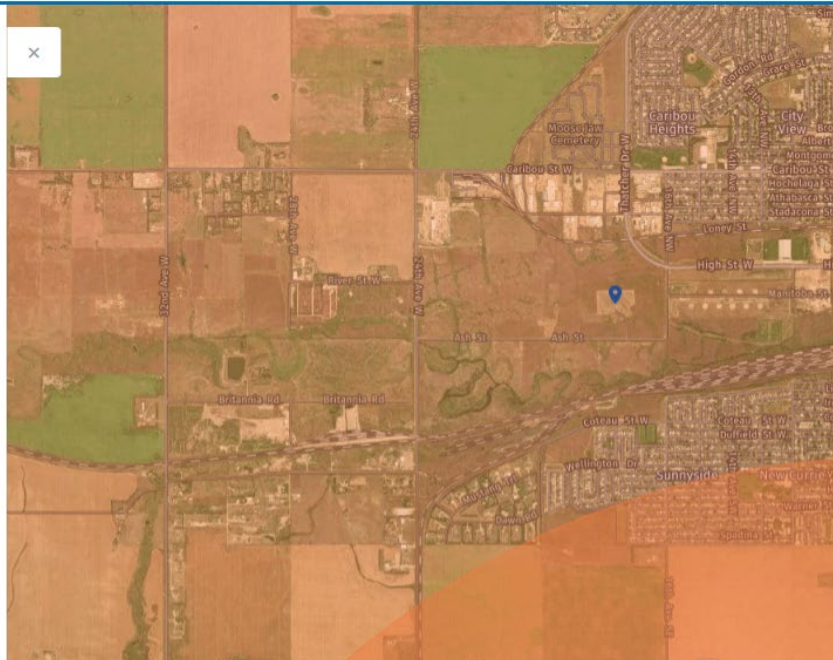
8000 ft AMSL

Contact

Last name

15 Wing Operations

Support Squadron



Other Diagrams





VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements. It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

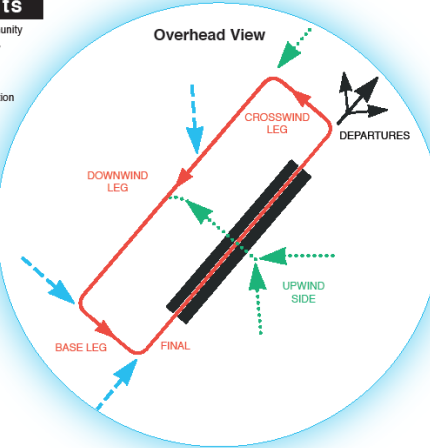
If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency. At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

Transiting Aircraft

Overtaking Aerodromes (See TC AIM RAC 5.5)
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.
[Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedures (see TC AIM 4.5.7)

Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

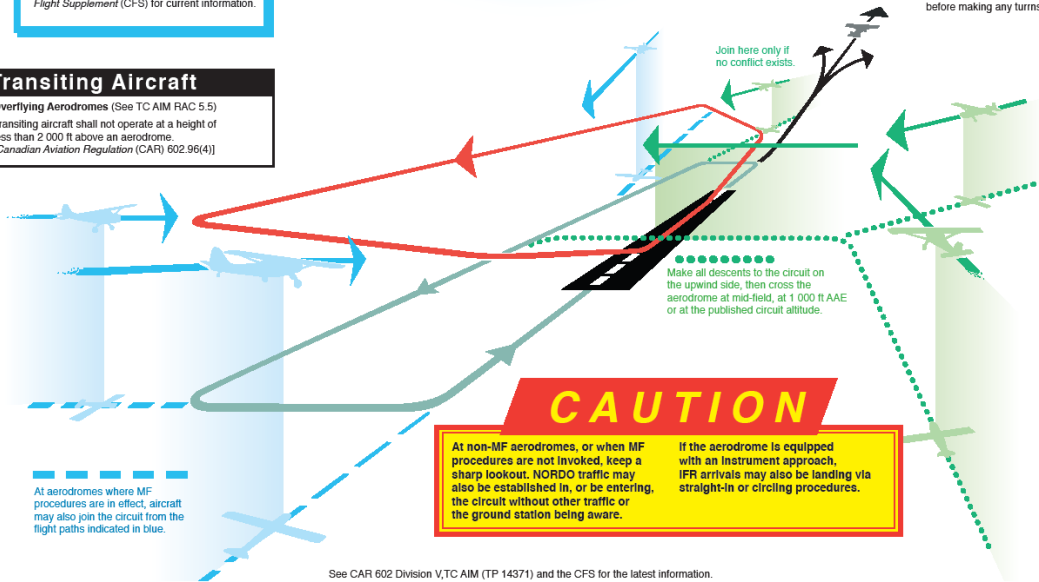
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

DEPARTURES

Climb to circuit altitude before making any turns.



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.