



Thunder Bay Model Airplane Remote Control Club Lakehead Aeromodellers - Indoor Flying Guidelines

Revised / Updated November 2023

*Thunder Bay Model Airplane Remote Control Club has been given permission to conduct MAAC modelling activities indoors and fully understand and agree any permission granted applies to indoor activities **only** – no exceptions.*

Section 1 - General / Administration

- 1.1 Saint-Patrick High School gymnasium is the only designated location for RC indoor flying at the moment.
- 1.2 RC indoor flying is permitted every Sunday between 3pm and 5pm from the beginning of November until the end of April. The official schedule is usually out early in the fall and is accessible on the Lakehead Aeromodellers Facebook page.
- 1.3 All indoor flying is restricted to current club members, holding both current year Club and MAAC memberships.
- 1.4 Club's guests qualified pilots are welcome to use indoor facilities a maximum of (3) times in the calendar year. They must also hold a current year MAAC membership.
- 1.5 Club's guest flights are only allowed under the direct supervision of a qualified pilot member.
- 1.6 Proof of current year MAAC membership must be made available, if requested by any member of the club executive.
- 1.7 Thunder Bay Model Airplane Remote Control Club / Lakehead Aeromodellers indoor flying guidelines and MAAC Safety Code must be observed at all times.
- 1.8 Members are required to report all incidents or accidents between Club models and persons, that are not members of MAAC, to a member of the club executive or the Zone D, Zone Director.
- 1.9 If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 621 Selkirk Street South, Thunder Bay, ON, P7E 1T9.



1.10 Allowed categories of Modeling: (This list will be referenced as “*Models*” in this document)

- a) Fixed Wing
- b) Helicopters
- c) FPVs
- d) Multi Rotors

1.11 Only electric, rubber band and free flight *models* are allowed. Gas, Kerosene, and nitro operated *models* are **not** authorised under any circumstances.

1.12 Only Micro or Ultra Micro type *models* are allowed.

1.13 *Models* speed should be such that the pilot can complete a circuit to land without cutting any corners. In other words, pilots should be able to complete a take off, crosswind, downwind and final legs in four distinct turns.

1.14 No member shall operate any category of *model* while under the influence of alcohol / recreational drugs or other judgment impairing drugs.

1.15 No pets allowed.

1.16 Everyone must always keep their area clean and ensure garbage has been placed in a bin before leaving.

1.17 During the winter season, members must remove their boots upon entry in the gym and utilize either an extra set of dry footwear or socks for their flying session.

1.18 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. As such, these rules can be found on the club’s website (<https://lakeheadrc.ca>) and a hard copy will also be carried by the indoor flying point of contact.

1.19 The club executive shall review these rules at least once a year prior to the AGM.

Section 2 - Normal Operating Procedures and Club Safety Rules

See appendix A & B for Indoor Flying layout

2.1 Transmitter & Frequency Control



2.1.1 Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers allows the use of 2.4 GHz transmitters only for indoor flying.

2.2 Motor Control & Safety

2.2.1 Working on broken *Models* on the active indoor flying area is prohibited. In these instances, the *Models* must be moved to the pit area or plug-in area before performing any adjustments or repairs.

2.3 Pit Area, Plug-in Area, and Flying Area

2.3.1 Movement around the indoor flying area shall be made along the walls as much as possible. Walking directly across the flying area to recover a model should be avoided.

2.3.2 Any movement onto or around the indoor flying area shall be announced at the pilot station and will be done in agreement with all other pilots flying prior to entering the indoor flying area.

2.3.3 Model assembly and setup shall be completed in the designated pit area.

2.3.4 All *Models* must be facing the designated flying area when connecting the battery.

2.3.5 Battery connection must be completed in the plug-in area.

2.3.6 Once battery connection is completed, if necessary, taxiing onto the indoor flying area shall be made as safely as possible using the most direct route. Bear in mind that you might not be alone in your area.

2.3.7 Once flying is completed, battery disconnection shall be made as soon as possible after moving your model to the side of the flying area or in the plug-in area. The model can then be carried out to the pit area.

2.4 Aircraft Control / Flight Parameters

2.4.1 The pilot stations are located centered in the gymnasium along the bleachers on the Selkirk Street side.

2.4.2 The Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers indoor Flying Area is a rectangular shape and extends most of the gymnasium except for a portion on the Selkirk Street side where the pit area, the plug-in area and pilot stations are.



- 2.4.3 All flying must be performed within the defined Flying Area. All other areas are defined as No Fly Zone.
- 2.4.4 The Flight Line is the imaginary line created when you line up the four red squares on the floor gymnasium.
- 2.4.5 No flying permitted for any *Models* behind the Flight Line.
- 2.4.6 All *Models* take offs and landings are to be made from the Flying Area.
- 2.4.7 All *Model* flying, take offs and landings must be performed from the pilot stations. If required for training or for maiden of a new or repaired *Model*, take off may be performed while standing behind the aircraft. Permission or approval must be obtained from all actively flying pilots prior to entering the Flying Area.
- 2.4.8 Do not fly/operate a model directly over/near other persons recovering a model.**
- 2.4.9 Recovery of models that landed or crashed in the flying area will be done in agreement with any pilots flying.
- 2.4.10 Hand launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
- 2.4.11 All landings and take offs shall be “Called” to notify active pilots of intentions.
- 2.4.12 3D flying is allowed but the pilot flying those manoeuvres is required to call it out and make the other pilots aware before they commence.
- 2.4.13 The direction of modeling/take-off landing, and traffic pattern will be determined by the models currently flying in the flying area. If you are the first one to take off, then the choice is yours.
- 2.4.14 Dead stick landings take priority – Active pilots to be advised of dead stick landings via a “Call out” from the unlucky pilot.
- 2.4.15 Flying should be done as such as to avoid having a *Model* stuck on the ceiling of the gymnasium.
- 2.4.16 There is no limit on the number of airborne models.

Section 3 – Bystanders & Spectators



- 3.1 MAAC “spotters” are optional at our site unless you are flying a FPV *Model*. In the latter case, a spotter **is required**.
- 3.2 Club members should keep a lookout for bystanders and/or spectators entering or leaving the gymnasium. Areas of concerns are the two gymnasium entrances located at both ends of the gym.
- 3.3 Whenever possible, club members should greet them and then advise them to stay behind the flight line for safety reason.
- 3.4 If at any time, a bystander or spectator start walking onto the indoor flying area, a callout “BYSTANDER” shall be made. Once this call is made, ALL pilots are to land immediately away from that person.
- 3.5 Flying may resume only when the indoor flying area has become clear or an “ALL CLEAR” as been announced.

Section 4 – Training

- 4.1 Instructors and their students always have priority over other member’s flights.
- 4.2 When flight training is under way, the designated indoor flying area becomes priority to student pilots. Open flying and flight training will be permitted concurrently with the approval of the instructor **and** student.

Section 5 - Emergency or safety procedures

- 5.1 If there is any type of near miss or safety concern between a model and a bystander, ALL modelling SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the club/site/event organizer 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, and resume modelling.
 - b. If the member or Club/site/event organizer deems the event serious, modelling will not resume until members are given permission by the club/site/event organizer – in writing.
 - c. If there is actual contact between a model and a bystander – all modelling will cease until MAAC confirms we may resume operations.



d. This process is for **your** protection.

5.2 There are two emergency exits in the gym. Both are located on the back wall of the gymnasium at both ends. In case of a fire alarm, members are to leave everything behind and exit immediately thru one of these doors. Once outside, members can walk to the parking lot and wait for emergency services to arrive.

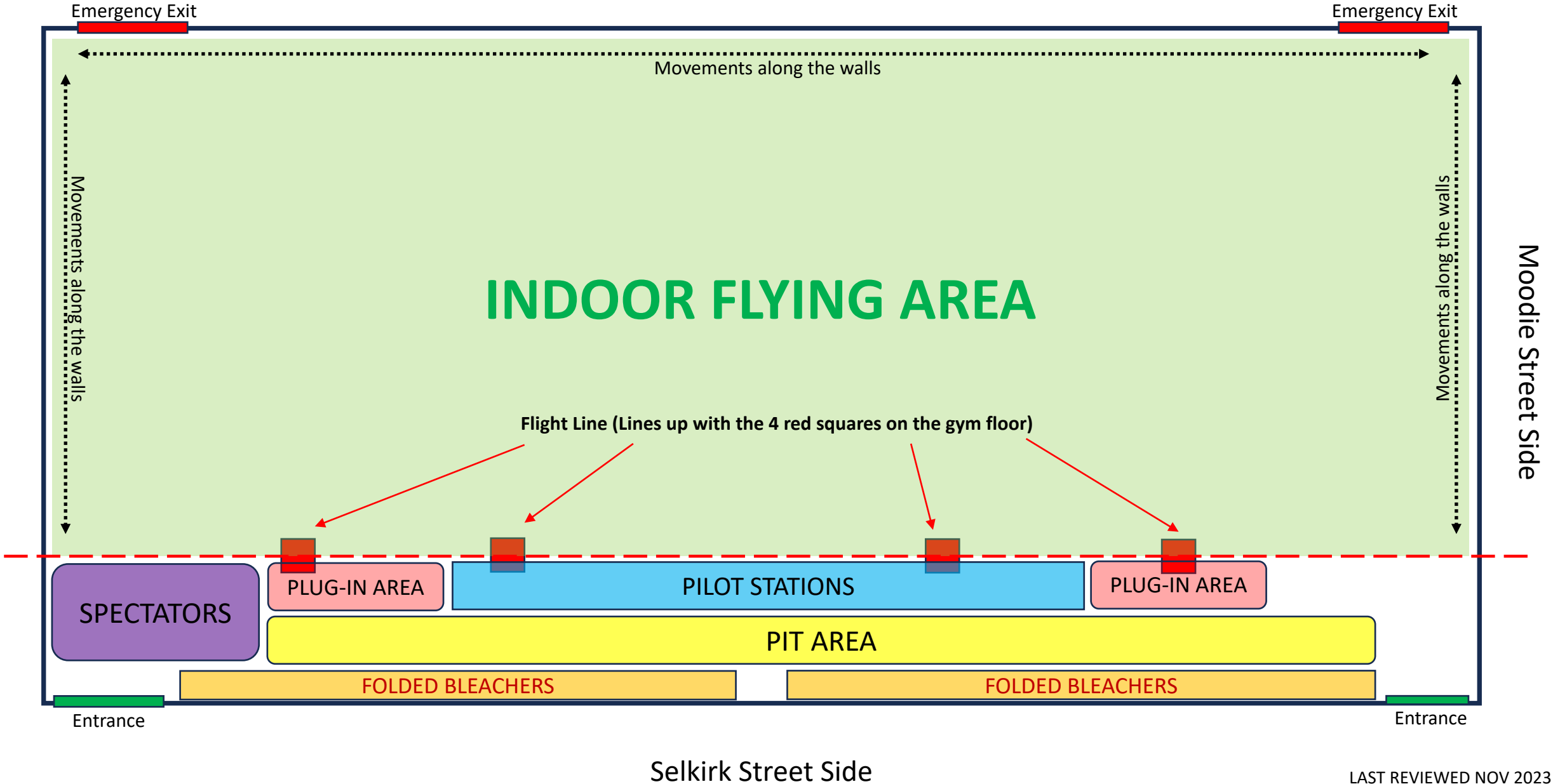
5.3 The number to call in a case of emergency is 911.

5.4 There are no other risk mitigating strategies required at this Thunder Bay Model Airplane Remote Control Club/Lakehead Aeromodellers indoor flying location.



LAM INDOOR FLYING LAYOUT

SAINT-PATRICK HIGH SCHOOL GYM



APPENDIX B





Moodie St E

Moodie St E

Moodie St E

Selkirk St S

Selkirk St S

Emergency Exit

GYM

PARKING

Saint Patrick High School

Emergency Exit

ENTRANCE

