



# **YOUNG'S Point Radio Control Flying Club**

## **2026 Field Regulations**

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

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 one (1) drone is 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. RPAS may not takeoff or land on the taxi way between the flight stand area and the N-S runway,  
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 (numbered flight station) 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.

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 will observe a maximum vertical flying height restriction of 400'

22. RPAS shall yield to full size aircraft without exception. 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.  
ALL pilots must immediately descend to as low an altitude as possible and then land as soon as safely able  
(ii) 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

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23. 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  
If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms that flying operations may resume
  - (iii) This process is for your protection
24. No RPAS 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
25. (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.
26. 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
27. 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.
28. With renewal of annual flying privileges, each flyer agrees to the rules and regulations of MAAC, YPRCFC and DOT to ensure that all model operations are conducted in a safe a manner
29. 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
30. Changes to the above rules will be made by the club executive as required