YPRCFC FLOAT REGULATIONS: 2026 CHEMONG FLOAT 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 and DOT regulations and requirements
- MAAC SOC requirements
- Young's Point Radio Control Flying Club Field Regulations
- 1. Flying hours; Float flying season runs from approximately May 15th to the end of September
 - (i) Al Zacher Site Chemong Lake Wednesday morning from 8:00am to 11:00am
 - (ii) 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

 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
- 3. Guest Policy:
 - (i) Qualified radio control flyers that are visiting the area and would like to fly at a YPRCFC sanctioned site, must show proof of a current MAAC membership, DOT license, their plane(s) must have the required MAAC and DOT identification and the guest must be 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) Guests may only fly electric powered airplanes
 - (iv) There is a limit of 3 visits per year/guest unless authorized by the club executive.
 - (iV) A guest log will be kept for the field and float site
- 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/DOT require that the following identification MUST be on all RPAS:
 - (i) The members MAAC number
- (ii) MAAC website address
- (ii) MAAC office phone number "or" members home/cell phone number
- (iii) Optional information: Member's name
- (b) DOT requires that all planes being flown must have a DOT registration number

RPAS that do not have the minimum MAAC identification indicated and DOT registration number indicated on them will not be allowed to fly at YPRCFC sanctioned sites.

- 6. <u>As per MAAC regulations</u>, a Range Check must be conducted by pilots <u>on all of the RPAS</u> that they intend to fly on any given day.
- 7. 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
- 8. An RPAS shall not be flown in a manner that monopolizes air space in the designated flight area and pilots must be mindful of flight times with different aircraft. Maximum flight time is 10 minutes
- 9. Number of RPAS in the air at one time: No more than two (3) planes are to be in the air at one time
- 10. 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.
- 11. A recovery boat must be located in a readily accessible location in the event an RPAS has to be recovered 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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- 12. 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)
- 13. 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.
 - (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
- 14. 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
 - (ii) 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
- 15. 14. 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)
- 16. No FPV flying is permitted at the Chemong Lake float site
- 17. .RPAS will observe a maximum vertical flying height restriction of 400'.
- 18.(i) 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:

 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 if there are other obscuring conditions (fog, smoke, haze etc) which could make spotting full-scale aircraft difficult
- 19. (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.
- 20. A first aid kit must be located onsite.
- 21. 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.
- 22. 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
- 23, 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
- 24 .Changes to the above rules will be made by the club executive as required