

Chinook Winds Radio Control Club

Rules and Procedures

Revision Date 2023/10/19

Version 1.1

1. Accountability and Responsibility

As a member of Chinook Winds RC Club (CWRCC) you agree to hold yourself, other CWRCC members, guest pilots and spectators accountable to the obligations and procedures as laid out in this document.

At CWRCC we hold each other accountable and provide feedback to other members and guests when these requirements are not being followed. CWRCC is a friendly and welcoming club, any feedback provided will be done so in a professional and friendly manner with the goal being to make CWRCC a safe, fun place for us all to enjoy the hobby we love.

2. Eligibility to Fly

- 2.1. RC pilots must meet the following requirements to be eligible to fly RC aircraft at CWRCC:
 - 2.1.1. Possess a current MAAC membership.
 - 2.1.2. Be a CWRCC member,
 - 2.1.3. Listed as a qualified RC pilot on the MAAC database,
 - 2.1.4. New CWRCC members are required to complete a pilot competency test and site orientation, including Flight Box training, with a CWRCC Instructor prior to their first solo flight at CWRCC.
- 2.2. Guest pilots:
 - 2.2.1. Must possess a current MAAC membership.
 - 2.2.2. Be a qualified pilot from another RC airfield holding a valid MAAC Site Operating Certificate.

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2.2.3. Be hosted by a CWRCC member present on site at the same time as the Guest.

2.2.4. It is the responsibility of the hosting CWRCC member to ensure Guest pilot compliance with the CWRCC Rules and Procedures, and for the safety of Guest pilots while they are at CWRCC.

2.3. A Guest pilot is allowed up to three (3) flying day visits, not including Fun Fly's, within a calendar year.

3. MAAC and Transport Canada Regulations

In early 2023 Transport Canada cancelled the MAAC exemption to the Transport Canada Drone regulations. As a result, all Remotely Piloted Aircraft Systems (RPAS) pilots in Canada are now subject to Transport Canada Part IX of the CAR rules.

Each CWRCC member is personally responsible to Transport Canada to follow Transport Canada regulations. CWRCC Officers, Directors and members are not responsible to check or verify compliance of CWRCC members to applicable Transport Canada Regulations. Liability for fines or other consequences related to non-compliance with Transport Canada regulations are the sole responsibility of the individual CWRCC member or guest involved.

3.1. Transport Canada requires all RPAS pilots to read, understand and follow Transport Canada Drone regulations. For more information visit www.tc.canada.ca.

3.2. MAAC requires all RPAS pilots to read, understand and follow, MAAC regulations. For more information visit www.MAAC.ca.

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4. Field Rules

All CWRCC members are responsible that the following safety rules are followed by all CWRCC members, guest pilots and spectators.

- 4.1. CWRCC Officers and Directors have the authority to inspect any aircraft at the CWRCC airfield to ensure the aircraft is deemed to be safe and that proper identification is in place.
- 4.2. Spectators are not allowed in the start-up areas or pilot stations.
- 4.3. Complete a range check on each aircraft prior to each aircraft's first flight of the day.
- 4.4. Perform a pre-flight inspection of each aircraft.
- 4.5. Engines, irrespective of fuel type (gas, electric or nitro), are not to be armed or started in parking lot or pits.
- 4.6. No taxiing of aircraft in the pits.
- 4.7. All aircraft, irrespective of fuel type (gas, electric or nitro), must be safely restrained before arming or startup.
- 4.8. Get assistance when using a retrieval boat.
- 4.9. Everyone in a retrieval boat must wear a life jacket.
- 4.10. Do not walk across ice or swim in the river to retrieve a downed aircraft.
- 4.11. Maintain a minimum distance of 20 feet between operating 72 MHz transmitters.
- 4.12. Frequency pins must be picked up and displayed for 72 MHz radios.

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- 4.13. No active cell phones are allowed within 3 meters of any active R/C radio transmitter.
- 4.14. Many modern transmitters and on-board electronics systems can set a failsafe condition that defines the position of the ailerons, flaps, elevators, rudder, and throttle in case of loss of contact between the transmitter and the plane's electronics. Configure the failsafe so that the throttle goes to idle when activated. This will minimize the chances of the plane continuing to fly away on its last heading. Configuring the failsafe of the control surfaces so that they return to their neutral positions will minimize the risk of damage when the plane lands.
- 4.15. Pets are not allowed in start-up areas, pilot stations or on runways. Please clean up after your pet. Pets must always be on a leash.
- 4.16. The active runway will be determined by the direction of flight of the aircraft already in the air. When multiple aircraft are going to fly, the active runway is defined by the first pilot to take-off.
- 4.17. Only approved CWRCC instructors may train student pilots.
- 4.18. Runways are for takeoff and landing only and shall be kept clear when aircraft are flying. If you must enter the active runway to place or retrieve your aircraft while aircraft are in the air, first ask permission from other active pilots. Enter and leave the runway quickly and let active pilots know when the runway is clear.
- 4.19. Takeoffs from behind the active flight line are not allowed.

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- 4.20. Only one runway may be active and in operation at one time with the exception that the non-active runway may be used only for landing in case of a wind change while flying. Prior to doing this announce your intention to any active pilots.
- 4.21. Flying over the start-up area, pits, parking lot or behind the flight line is prohibited.
- 4.22. Pilot intentions to land or take-off must be called out to other active pilots, dead stick landings have priority.
- 4.23. After completing a flight and landing, pilot is to immediately taxi their aircraft to the taxiway, shut down the engine and safely move their aircraft away from the runway. Electric aircraft must be disarmed before being moved to the pits.
- 4.24. A maximum of four aircraft are allowed in the air simultaneously.
- 4.25. Non-electric RC land vehicles may not be driven on site while aircraft are flying due to the possibility of noise distracting pilots.
- 4.26. All flying is to be done from behind a pilot station fence, except for CWRCC instructors teaching student pilots takeoff techniques.
- 4.27. Under no circumstances are student pilots allowed to fly during CWRCC special events such as a BBQ or Fun Fly.
- 4.28. No discharging of any weapons on the CWRCC site or on neighbouring properties.
- 4.29. All aircraft must remain within the designated Flight Box, see also Section 14.

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- 4.30. Do not mix the flying of fixed wing aircraft, helicopters, or drones. Aircraft of the same basic design may fly together.
- 4.31. Please limit your flight time to no more than ten (10) minutes and alternate in a courteous fashion based on the membership present.
- 4.32. All maiden or repaired aircraft must pass a pre-flight inspection prior to flying. Please complete and have ready a Maiden Inspection sheet. You can download the sheet from the CWRCC website at www.chinookwindsrc.com.
- 4.33. Under no circumstances are new or newly repaired aircraft allowed to attempt flight during CWRCC events, such as a Fun Fly or BBQ, until they have successfully completed six flights.
- 4.34. It is recommended a second CWRCC pilot be present in the pilot stand to assist the active pilot with maiden flights.
- 4.35. Do not drive vehicles on neighbouring properties.
- 4.36. No aircraft engine may be louder than 98 dB at full throttle measured at 3 meters in any direction.
- 4.37. We do not have the proper layout for R/C cars or other remotely controlled land vehicles to be driven anywhere but in the parking lot. The driver is responsible for any subsequent damage because of such activities.
- 4.38. To minimize noise distraction to pilots, all lengthy engine run-ups, tweaking, tuning, breaking-in, revving, must be done at a starting station near the end of the non-active runway.
- 4.39. On-site overnight camping is not allowed.
- 4.40. Always behave and act in a way to portray CWRCC as a good neighbour.

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4.41. The following types of aircraft models are not allowed to fly at CWRCC:

- 4.41.1. gas turbine powered aircraft,
- 4.41.2. rockets,
- 4.41.3. free flight planes,
- 4.41.4. gliders without electrically driven propeller backup,
- 4.41.5. control line flying or any other type of flying that is not by remote control.

5. Incident Reporting

5.1. Crash or landing off CWRCC property:

In the case of landing or crash off CWRCC property, the following shall apply:

5.1.1. incident must be reported to a CWRCC Director or Officer directly or by phone as soon as reasonably possible. Notification to be followed by e-mail describing:

- 5.1.1.1. date and time of incident,
- 5.1.1.2. description of incident,
- 5.1.1.3. detailed description of any property damage

5.2. Injury

In the case of injury to a CWRCC member, guest, visitor, or the public the injury must be reported to a CWRCC Officer or Director immediately. If the injury is more significant a written report should follow including a minimum of the following:

- 5.2.1. name of injured person,
- 5.2.2. nature of the injuries,
- 5.2.3. care given,

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5.2.4. date and time of injury,

5.2.5. description of incident that led to the injury.

5.3. If emergency services are required, give the following address to the 911 operator: **120-82166, 466 Ave East**

6. Gate and Hours of Operation

6.1. Members must lock the entrance gate when they are the last to leave.

6.2. The gate combination number is not to be shared with guests or non-members.

6.3. There is no starting of engines or flying of aircraft prior to 8:00 AM Monday to Sunday, including statutory holidays. All flying and starting of gas and glow engines must be completed by 9 PM. Quiet electric aircraft may fly until midnight if they are equipped with proper lighting, and it is safe to do so.

7. Insurance

7.1. The CWRCC field is insured by MAAC for certain third-party liabilities during radio control aviation activity only, for more information see www.MAAC.ca.

7.2. In accordance with MAAC regulations, the CWRCC field does not allow for any type of flying of aircraft for commercial purposes or practicing for commercial purposes as this is may not be covered by MAAC insurance.

7.3. CWRCC members and guests use the CWRCC facilities at their own risk and liability, including to aircraft and equipment, vehicles or person. MAAC insurance covers certain third-party liabilities only.

7.4. CWRCC Directors and Officers are not liable for any event, damage, or injuries because of activities at CWRCC.

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8. Smoking

- 8.1. Smoking is only allowed in the parking lot or in a vehicle. When a fire ban is in place, smoking is allowed in vehicles only.

9. Garbage

- 9.1. Please take home what you bring out to the field. We do not have garbage service so please take home your garbage including crashed aircraft parts, empty fuel jugs, pop cans, food wrappers, etc.
- 9.2. Please do not leave food items open as it attracts rodents.

10. Donations

- 10.1. Any item that you would like to donate to CWRCC requires Officer or Director approval prior to delivery to CWRCC.

11. Membership Flight Suspension

- 11.1. If a CWRCC member feels another CWRCC member or guest has repeatedly violated the Field Safety Rules or other CWRCC requirements, that member is to document the violation and send a copy or email to a minimum of two CWRCC Officers or Directors. Anonymous complaints will not be accepted or reviewed.
- 11.2. A CWRCC member's flight privileges may be suspended for serious or repeated breach of the CWRCC safety rules or procedures, as outlined in this document, by majority vote of the Officers and Directors of CWRCC. The suspension will remain in place until the following CWRCC meeting where the matter can be taken up by the membership. Annual fees are not reimbursed to the suspended member.

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- 11.3. Temporary suspension of flying privileges shall be by a majority vote of four (4) or more Officers and Directors of CWRCC available to vote. In the case of only three (3) such being available the vote must be unanimous. A quorum shall be a minimum of three (3) Officers or Directors. The temporary suspension shall be in effect until the next meeting of the membership of CWRCC.
- 11.4. Permanent removal of a member shall be as per CWRCC bylaws.

12. Aircraft Identification

- 12.1. All members must have information firmly attached to the inside or outside of every aircraft, prior to its' flight, as listed below:
 - 12.1.1. members MAAC number,
 - 12.1.2. MAAC website address,
 - 12.1.3. MAAC office phone number or members home/cell phone number,
 - 12.1.4. members name (*optional*).
- 12.2. The Officers and Directors of CWRCC have the right to inspect any aircraft at CWRCC to verify the proper aircraft identification is attached of the aircraft. Aircraft not having the required identification, or refusal to submit to inspection, will ground the aircraft from flying at CWRCC until proper aircraft information can be shown to be in place.

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Example of MAAC contact information label:

	Model Aeronautics Association Of Canada (MAAC)
MAAC #: _____	
Name (<i>optional</i>): _____	
www.maac.ca or Call: <u>MAAC or Personal</u> Phone/cell #	
NOTE: (MAAC office phone number: 1-855-359-6222)	
Label/tag example	

13. Flight Box

13.1. The Objective of the Flight Box policy is to:

13.1.1. define the acceptable flight areas that all flying aircraft must remain within while flying at CWRCC,

13.1.2. ensure all pilots are trained to fly within the bounds of the Flight Box,

13.1.3. clearly define procedures to ensure compliance to the Flight Box requirements.

13.2. There are two Flight Boxes that can be flown at CWRCC.

A Flight Box is aligned to each of the runways. Only one Flight Box may be active at a time. The active Flight Box corresponds to the runway being used at the time the flight begins. Pilots must maintain the flight of their aircraft within the active Flight Box with the exception noted in section 14.3.

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13.3. Aircraft with a wingspan of 80" or greater, flying the east/west runway, may overfly the east boundary of the Flight Box when approaching from the east to land only if both the following conditions are met:

13.3.1. there are no people or equipment working in the field to the north and east of the runway,

13.3.2. there are no people or vehicles on the road running along the eastside of the river.

13.4. The Flight Box for the east/west runway is shown in Figure 1. The Flight Box for the north/south runway is shown in Figure 2.

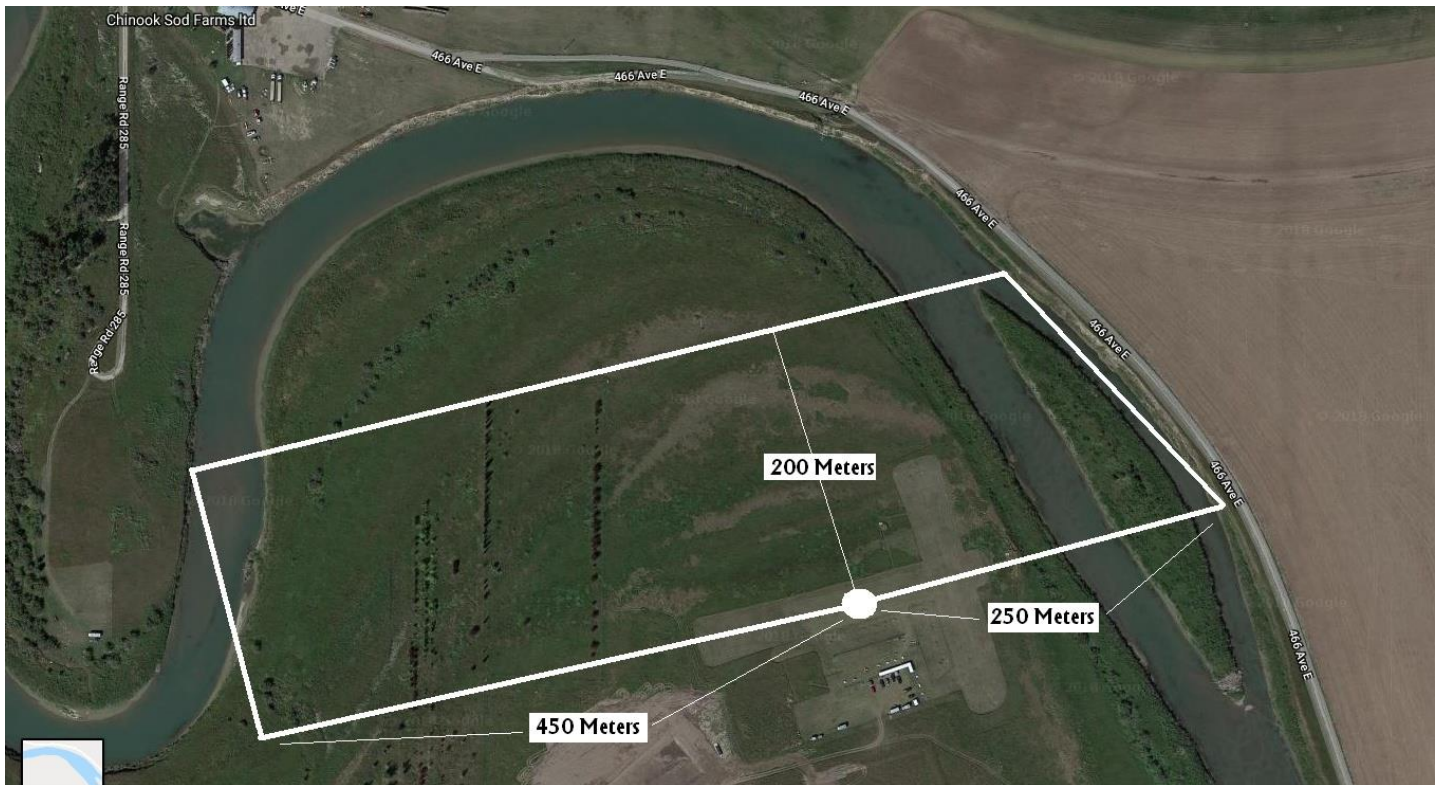


Figure 1, Flight Box East/West Runway

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Figure 2, Flight Box, North/South Runway

14. Flight Box Training

All members of CWRCC are required to have completed training on flying within a CWRCC Flight Box.

- 14.1. Flight Box training sessions will be scheduled and held periodically by CWRCC Officers, Directors and Instructors.

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- 14.2. There will be a minimum of one Flight Box training session per flying season scheduled and communicated to the membership.
- 14.3. Attendance at an annual Flight Box training session is highly recommended.
- 14.4. Flight Box training will be included within the CWRCC Wings training program for new pilots.

15. Version Control

- 15.1. Version 1.1, Oct 2023

Following the fall AGM of CWRCC the following amendments were made this document.

Section 2, Eligibility to Fly – deleted requirement to have passed Transport Canada Basic or Advanced pilot's exam and provide copy of certificate to CWRCC Secretary as per MAAC.

Section 6, Incident Reporting – Chinook Sod Farm is no longer operational to the north and east of the club's facility, deleted certain restrictions on entrance to that property.

Section 7, Gate and Hours of Operation – amended the start time for flying to 8AM local time, Sunday through Saturday including statutory holidays.

Section 14, Flight Box – modified southern boundary of N-S flight box to be 295m south of the E-W runway and across from the large brown brick building south of the club's facility.