

Pender Island Electric Flyers

Pender Island Electric Flyers Charter

The Pender Electric Flyers group has been formed for the enjoyment of radio controlled, electric powered and glider model aircraft. We have established the following charter goals:

Safety: Safety for everyone, pilots and spectators is paramount and must be the primary guide to our actions.

Etiquette: We must show respect for one another and our environment as we pursue our hobby.

Field Use: By considering the owners of the fields, we may continue to fly there.

Organization

The Pender Island Electric Flyers consists of a group of individuals who have an interest in electric or unpowered model radio-controlled aircraft. We have established a small executive group along with a set of rules to meet the charter goals.

The club executive group consists of three individuals who co-share the responsibility for:

- 1) Establishing, maintaining and enforcing the club rules
- 2) Negotiating the use of the flying areas with the corresponding owner
- 3) Ensuring that our activities are in accordance with Model Aeronautical Association of Canada as required
- 4) Other administrative roles as required for the safe use of the flying field

As of March 1, 2020, the club executive group consists of:

Peter Murphy, President, 250-539-8748, 321pcm@gmail.com

Glenn Henderson, Vice-President, 250-629-3706, glenn5ft19@shaw.ca

Bob Gilbert, Secretary/Treasurer, 250-222-0014, bgilbert@gilberts-bc.ca

Important Liability Information

In order to provide liability protection, every member of the club and any guest who flies at the flying field must be a current member of the Model Aeronautics Association of Canada (MAAC).

Field Usage authorizations (as of April 2019)

1) Main field

Field Owners: Don and Linda Wein, 250-629-3615, donwein17@gmail.com

2) Gym

Angie Gray, School executive Assistant, Pender Islands Elementary School, 250-629-3615, agray@sd64.bc.ca

Guide to Safe Flying at Pender Island Electric Flying Sites

1.0 General Guidelines Applicable to all club Flying Sites

- 1.1 The Pender Island Electric Flyers is a registered club with the Model Aeronautics Association of Canadian (MAAC) and is registered with MAAC as club number 818 at www.maac.ca
- 1.2 To fly at any of the club flying sites the pilot must have a current MAAC membership. Visiting fliers will be required to present their MAAC card.
- 1.3 Each pilot must carry his/her MAAC card with them while flying. Spot checks may be expected from regulating bodies and/ or the RCMP.
- 1.4 All flying must be done in accordance with the relevant regulations from Transport Canada the relevant MAAC Safety code and MAAC Policies and Procedures documents. More details can be seen at the following website: <http://www.maac.ca/en/documents.php>
- 1.5 All flying must be done in accordance with the guidelines set out in this document
- 1.6 Each aircraft must have at least one external label clearly identifying the MAAC web site www.maac.ca. the owners MAAC number, name, telephone number of the owner.
- 1.7 Only gliders and electric powered aircraft limited to a maximum weight of 12KG are permitted.
- 1.8 Internal combustion engines, even when muffled are expressly forbidden.
- 1.9 Smoking, consumption of alcohol and obnoxious behaviour are not permitted at any of our flying sites
- 1.10 Only 2.4 GHZ radios are permitted.
- 1.11 Flying in a reckless or hazardous manner or flying with equipment known to be faulty is not permitted.
- 1.12 Trash must not be left at any of our flying sites. Pick up your own and any other trash you may find and take it home. Even the smallest pieces of trash (rubber bands, prop blades, etc.) should not be left behind.
- 1.13 Any individual not abiding by these rules may lead to his/her loss of flying privileges
- 1.14 All club pilots are responsible for making themselves aware of and adherence to the guidelines noted herein.
- 1.15 Non-club pilots with a MAAC membership in good standing may be allowed to fly at the club flying sites but only at the discretion of a club pilot on site.
- 1.16 Beginner pilots with MAAC membership will be allowed to fly but only at the discretion and guidance of an experienced club member. The club pilot may mandate the use of a "buddy box" and/or simulator flying as the circumstances dictate.
- 1.17 Minor deviations from these guidelines that do not compromise the overall field safety are permitted at the discretion of an on-site club pilot. An example might include the one time use of 72 MHZ radio control equipment by a visiting MAAC pilot.
- 1.18 This document will be reviewed by the Executive group at least annually, updates made as required followed by distribution to each club member.
- 1.19 A club roster will be maintained showing (as a minimum) pilot name, MAAC number and expiry date.

2.0 Flying at the “Main Field” (Figure 1)

- 2.1 The first pilot or group of pilots arriving at the field on any given flying session is responsible for establishing cones or other markers to delineate the North and West Flight Zone boundaries, the pit area and the pilot area as shown on Figure 1. Protective guards will be placed on the flight side of the pilot area.
- 2.2 When not flying, aircraft shall be carefully placed near the fence in the pit area. Pilots may perform equipment and safety checks in this area, but no motor runs ups are permitted.
- 2.3 No-Fly Zones (NFZs) within the field are indicated on Figure 1.
- 2.4 Pilots are to fly only from within the pilot area as shown in Fig 1, located 7 meters to the west of the Flight Line.
- 2.5 Landings and takeoffs are only to be done on the main runway and wherever possible (subject to prevailing winds) away from the pilot area. Cross runway takeoffs are permitted but only away from the pilots.
- 2.6 Takeoffs must be clearly announced by the pilot using the format “(Insert model name/description) taking off (insert direction) runway” where “direction” is the direction of the plane on the runway.
- 2.7 Landings must be clearly announced by the pilot using the format “(Insert model name/description) landing on main runway”.
- 2.8 Pilots venturing on the runway or any No-Fly Zone to launch or retrieve an aircraft must only do so if the runway is inactive and after clearly announcing their intentions clearly to every pilot in the pilot area.
- 2.9 “Low passes” below 3 meters along the runway are only allowed when the runway is inactive. It is strongly recommended that pilots announce such intentions using the format “(Insert model name/description) doing a low pass (insert direction) runway” where direction is the direction of the plane down the runway.
- 2.10 First Person View (FPV) flying requires a spotter (see MAAC Policies and Procedures for more details) who maintains a continuous line of sight to the aircraft and is able to make appropriate recommendations to the pilot for safe flying.
- 2.11 Pilots must announce their intention to fly FPV before take off.
- 2.12 Non-club members (referred to as guests from hereon) are allowed on the field but **only at the specific invite from a club pilot on the field**. That pilot will be responsible for ensuring the guest(s) adhere to the rules for guests outlined below.
- 2.13 Guests must stand as close to the Western fence line as practical and must not go more than 3 meters from the fence line except at the specific request of a pilot. Guests will be advised to be careful as they will be in the general area reserved for airplane storage.
- 2.14 Other spectators must stay outside of the fenced area of the field
- 2.15 All club members must remain aware of fact that we are allowed to fly at the Main Field at the discretion of the field owner and that the field may be used for haying operations from time to time. During those times, all pilots must minimize the trampling down of the hay in circumstances where we have to retrieve a downed plane.
- 2.16 The club will install and maintain appropriate signage to provide sufficient information to pilots and guests to ensure safe use of the flying site.

Flying at the Pender School Gym

- 2.17** Flying is only to be done at the gym at the discretion of and in accordance with the allowable dates and times provided by the School authorities. This typically only allows for flying during the regular school year and as of April 2019, provides the club with a 1 hour flying “window” at 2 PM on Sundays. Exceptions for special events at the gym may also limit our flying time.
- 2.18** Flying in the close proximity of the gym is such that pilots must maintain a constant awareness of the aircraft in the air.
- 2.19** School regulations require us to remove our shoes before entering the gym.
- 2.20** Flying at the gym is limited to aircraft weighing less than 250 grams.
- 2.21** Pilots will congregate in the area of the benches with their equipment and aircraft in front of them.
- 2.22** All pilots must maintain an awareness of the potential for spectators arriving at the gym doors. If spectators do arrive, the nearest non-flying pilot must advise them to stay in the vicinity (approximately 1 meter) of the gym door and maintain an awareness of the flying activities.
- 2.23** While flying, pilots must maintain a 2 meter buffer zone between their aircraft and the pilots sitting at the benches.
- 2.24** Pilots retrieving a plane on the gym floor must clearly announce their intentions to the other pilots and exercise extreme caution when retrieving their aircraft.
- 2.25** Pilots flying FPV must clearly announce their intentions to fly FPV before taking off.
- 2.26** Flying is not permitted outside of the gym

Figure 1 Main Flying field, not to scale

