



# Field Rules

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# **Edmonton Radio Control Society**

## **Bremner Field Rules**

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### **1. EMERGENCY INFORMATION AND BREMNER FIELD LOCATION**

Strathcona County Emergency Services Fire and

Ambulance: (780) 467-5216 or 911

Rural Address: 23154 Township Road 540

GPS Coordinates at field entrance gate:

53.62863 N, -113.28706 W or 53°37'43.2"N 113°17'13.5"W

### **2. RULES/AUTHORITY TO ENFORCE**

- 2.1. All members of the Edmonton Radio Control Society (ERCS) have the authority to enforce these rules.
- 2.2. The Board is empowered to take progressive discipline actions to a member in the form of; a letter of reprimand, suspension of flight privileges, to expulsion from the club. Board actions on an individual may begin at any progressive step based on the incident details and severity of the occurrence.
- 2.3. ERCS members are obliged to advise an offender of an infraction.
- 2.4. Pilots must adhere to Model Aircraft Association of Canada (MAAC) Safety Code Rules.
- 2.5. ERCS members are responsible to be familiar with the field rules and to ensure their guests are informed.
- 2.6. ERCS members are responsible to be familiar with the clubs Emergency Action Plan (EAP). The EAP is included in Appendix C, Emergency Action Plan.

### **3. QUALIFICATIONS TO FLY**

- 3.1. All persons flying at the field must have current ERCS and MAAC memberships.
- 3.2. Guests must have a valid MAAC membership and may be allowed to fly under the sponsorship and supervision of an ERCS member. Guests are limited to two visits per year (contests and events exempt).
- 3.3. Members who are enrolled in the wings program and have not passed their solo flight test must be accompanied by a Wings Instructor while flying.
- 3.4. All current or new ERCS members are only deemed qualified by ERCS and the Senior Flight Instructor after they have successfully demonstrated competence of the minimum knowledge and

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skills criteria as set by MAAC and may additionally include other requirements as identified by the ERCS Board.

- 3.5. A record of qualification(s) for each member will be kept by ERCS after successful demonstration of the minimum knowledge and skills criteria.
- 3.6. A copy of the member's qualification will be provided to the member for their own records.
- 3.7. Members are required to be requalified if they have been away from flying, or have not renewed their membership for a period of greater than one (1) year.
- 3.8. ERCS members must carry their ERCS and MAAC membership cards with them to the field. The MAAC membership card may be either their signed physical card that shows their qualifications or the MAAC Digital Membership Card available from MAAC and available on a device at the field.

#### 4. FREQUENCY CONTROL

- 4.1. Anyone causing a crash through interference with a person who rightfully has a frequency tagged will be held responsible for the damage caused and must replace, repair, or pay for the damage. If required, the ERCS Board will decide responsibility. The Board's decision will be final.
- 4.2. Usage of The Frequency Control Board applies to all 72MHz radio systems. 2.4GHz radio systems are exempt from using the Frequency Control Board.
- 4.3. Each pilot must have a separate identification tag for each transmitter they intend to use.
  - 4.3.1. This tag shall be 1 1/8" wide by 4" long with the owner's name, MAAC number and frequency number clearly marked. A clothespin attached to the back or other clamp shall be on the tag to allow the tag to be attached to the frequency board.
  - 4.3.2. The ID tag shall be attached to the frequency board prior to the transmitter being turned on.
  - 4.3.3. When it is your turn to fly, your ID tag must be clipped onto the frequency control board and centered on your frequency. If another tag already on the board does not allow this, you may not turn on your transmitter until the other tag has been removed by its owner.
- 4.4. The fact that the tags overlap partially onto the adjacent 72MHz frequencies is intentional. This provides protection against adjacent 72 MHz channel interference common to most makes of radio receiver manufactured prior to 1992. Overlap of adjacent 72MHz tags is allowed with the consent of the two flyers.
  - 4.4.1. A ground check with both 72MHz radios operating shall be performed to ensure no interference occurs.

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- 4.5. When your flight is over your ID tag must be removed from the board. Remember – on 72 MHz you are preventing three (3) frequencies from being used when your tag is on the board.
- 4.6. If another flyer has the same frequency as you, maximum flight time allowed per flight is twelve (12) minutes. This means that frequency ID tag should be on the board for no longer than fifteen (15) minutes.

### 5. ENGINES AND MUFFLERS

- 5.1. Engines must be equipped with a muffler that effectively muffles the sound of the engine(s).
- 5.2. The maximum allowable noise level is 97 decibels: measured with the aircraft on the ground at full throttle. The sound meter is to be held 5 metres away, 1 metre above ground level. Measurements shall be taken in a 360 degree arc around the subject aircraft.
- 5.3. Members are required to ensure that their aircraft do not exceed the maximum noise level allowed.
- 5.4. ERCS members are responsible to make sure that no models are flown that do not meet the club noise limits. A noise violation must be reported to the ERCS Board of Executives.
- 5.5. The Board and all club members have the right to enforce the noise regulations.
- 5.6. The club will do periodic checks on noise levels to ensure compliance.
- 5.7. Engine starting or running in the Pit Area is not allowed. All start-up and running in preparation for flight shall be done at one of the start-up stations. (Refer to field layout map in “[Appendix A](#)” for Pit Area and Start-up station locations.) Starts up stations are defined as either the concrete pads or on the 3 legged wooden stands.
- 5.8. Engines not mounted in an aircraft shall not be run in the pit area.

### 6. GROUND AND FLIGHT OPERATIONS

- 6.1. While flying, pilots must occupy one of the protected pilot stations of the runway in use.
- 6.2. Aircraft must be restrained (either by a helper or mechanical restraint) during starting and preparation for flight only at a designated start up station. (Refer to field layout map in “[Appendix A](#)” for Pit Area and Start-up station locations.)
- 6.3. Aircraft must be carried to and from the flight line. Larger aircraft may be taxied to and from the flight line but must be physically held by the pilot or helper until they are in front of the pilot station. Unrestrained taxiing behind the flight line is not permitted. (Refer to field layout map in “[Appendix A](#)” for flight line and protected Pilot Station locations.)

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- 6.4. After takeoff, all flying and manoeuvres, including touch and goes must be on the far side of the flight line of the active runway.

### 7. NO FLY ZONES

- 7.1. Refer to [Appendix B, Bremner Field Airspace](#), for overview of no fly zones. These no fly zones are in place to provide safety to the public users of the pathways along the river and to respect the property of adjacent landowners. Extra diligence needs to be made about the no fly zone over the pathway along the river. The County of Strathcona has a condition in our permit to operate that states flying over the pathway is prohibited.
- 7.2. No aircraft shall be flown over the following areas:
- 7.2.1. Pit and pilot standing areas.
  - 7.2.2. Behind the flight line.
  - 7.2.3. Parking and public observation areas.
  - 7.2.4. No crossing of the quarter section line to the south of the licensed area. (Approximately the second power pole south of the parking lot.)
  - 7.2.5. Over the public pathway along the river bank at the western and northern edge of the field.
- 7.3. Pilots must “Call” all take offs and landings. Landing aircraft have the right of way, but the landing pilot must warn the other pilots of his approach.
- 7.4. Hovering and “3-D” flying shall not monopolize the active runway to the detriment of other flyers.
- 7.5. The maximum number of aircraft flying at any one time is Five (5). An exception may be made during certain types of events.

### 8. FLYING PROTOCOL

- 8.1. Because of multiple frequencies and 2.4 radios, multiple planes of the same type may be flying at once. This may lead to disproportionate time use, but the flyers will need to work this out themselves. Be courteous and considerate of other members and guests.

### 9. RC TURBINE PROCEDURES

- 9.1. All turbine flying must follow The MAAC [Jet Safety Committee Guidelines](#).
- 9.2. Weather and/or fire ban conditions shall dictate all turbine operations. Under high fire risk conditions NO turbines will be allowed to fly.

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- 9.3. A carbon dioxide fire extinguisher shall be within easy reach during start-up and shut down procedures.
- 9.4. All turbine aircraft shall incorporate radio failsafe which will shut down the engine.
- 9.5. Turbine exhaust will not be pointed at any person, combustible or fragile object. A blast deflector must be used at all times.
- 9.6. All non-essential personnel shall remain 10 meters from the model during start up. No person should be standing in the rotational plane of the compressor or turbine.
- 9.7. All flying will be done with a spotter/assistant when operating a turbine model aircraft.
- 9.8. Turbine flying can be suspended by ERCS if deemed to be unsafe.

### **10. PARKING - SPECTATORS**

- 10.1. Vehicles are restricted to designated parking areas. No parking is permitted on County roadways, entrance roadway or on flight approach routes. No driving is allowed outside of ERCS licensed area.
- 10.2. Unsupervised children and spectators are not permitted on the flying field forward of the fence line. Members who are flying cannot be supervising their children. Animals must be leashed and are not allowed on the flying field.
- 10.3. Club property must not be damaged.

### **11. GENERAL**

- 11.1. Pilots must take full safety precautions whenever flying or preparing to fly.
- 11.2. ERCS members are responsible to see that litter is immediately cleaned up, and that all areas are kept clean.
- 11.3. No flying before 8.00 a.m. or after 9:00 p.m.
- 11.4. No modification may be made to the field or facilities without approval of the board
- 11.5. Overnight camping is allowed only at sanctioned events. Maximum of 10 camping units are allowed per event as per County of Strathcona. First-come first-serve. It is advised to check with the event Contest Director (CD) to ensure there is space availability for your camping unit.
- 11.6. Rules may be modified to suit club-sanctioned events.
- 11.7. At MAAC sanctioned events firefighting equipment including rakes, shovels, water extinguishers and a vehicle to access crash sites will be provided.
- 11.8. The use of 3D printed propellers is prohibited at Bremner field.

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### 12. INCIDENT REPORTING

- 12.1. If emergency response is needed, Call 911 or seek emergency care at ER.
- 12.2. Incidents shall be reported in accordance with MAAC safety document [MPPD 3, Reportable Incident Policy](#).
- 12.3. The MAAC forms shall be completed. Copies are available in the clubhouse and on the MAAC website.
  - [Reportable Occurrence Form](#)
  - [MAAC Insurance Witness Accident Report](#)
- 12.4. If there is injury or property damage, follow [section 13, PROCEDURES DURING AND AFTER AN INCIDENT](#).
- 12.5. Contact the Safety Officer and/or Club President immediately.
- 12.6. If there is an injury or property damage the Safety Officer or Club President must contact the Zone Director ([zd-a@maac.ca](mailto:zd-a@maac.ca)).

### 13. PROCEDURES DURING AND AFTER AN INCIDENT

- 13.1. If emergency response needed, Call 911 or seek emergency care at ER.
- 13.2. Do not discuss or admit to responsibility as this could compromise our position.
- 13.3. Trainer or club executive member on site is to take control of incident (This will be the contact person for the Adjuster, and that individual will be responsible for the gathering of information)
- 13.4. If few people or no club executive are present, attempt to make contact with them. Remind them to bring a camera and paper and pen if needed as well as an Incident Report form if there are none at the field, to assist in obtaining the necessary information.
- 13.5. If an Injury is involved and it is after MAAC office hours (Mon – Fri 8:00am – 4:30pm EST), our Crawford & Co. adjusters are to be notified immediately and directly by calling their 24/7 Claims Alert number at 1-888-224-5677. Do not use this number if there is just property damage or if a member has injured himself only.
- 13.6. Notify the [Zone Director](#) of the incident.
- 13.7. Take photographs of where the incident happened, as the scene existed at the time of the Incident, and/or of the property damage/injury caused.
- 13.8. Remove any potential hazards from the scene after being photographed, to prevent further incidents.

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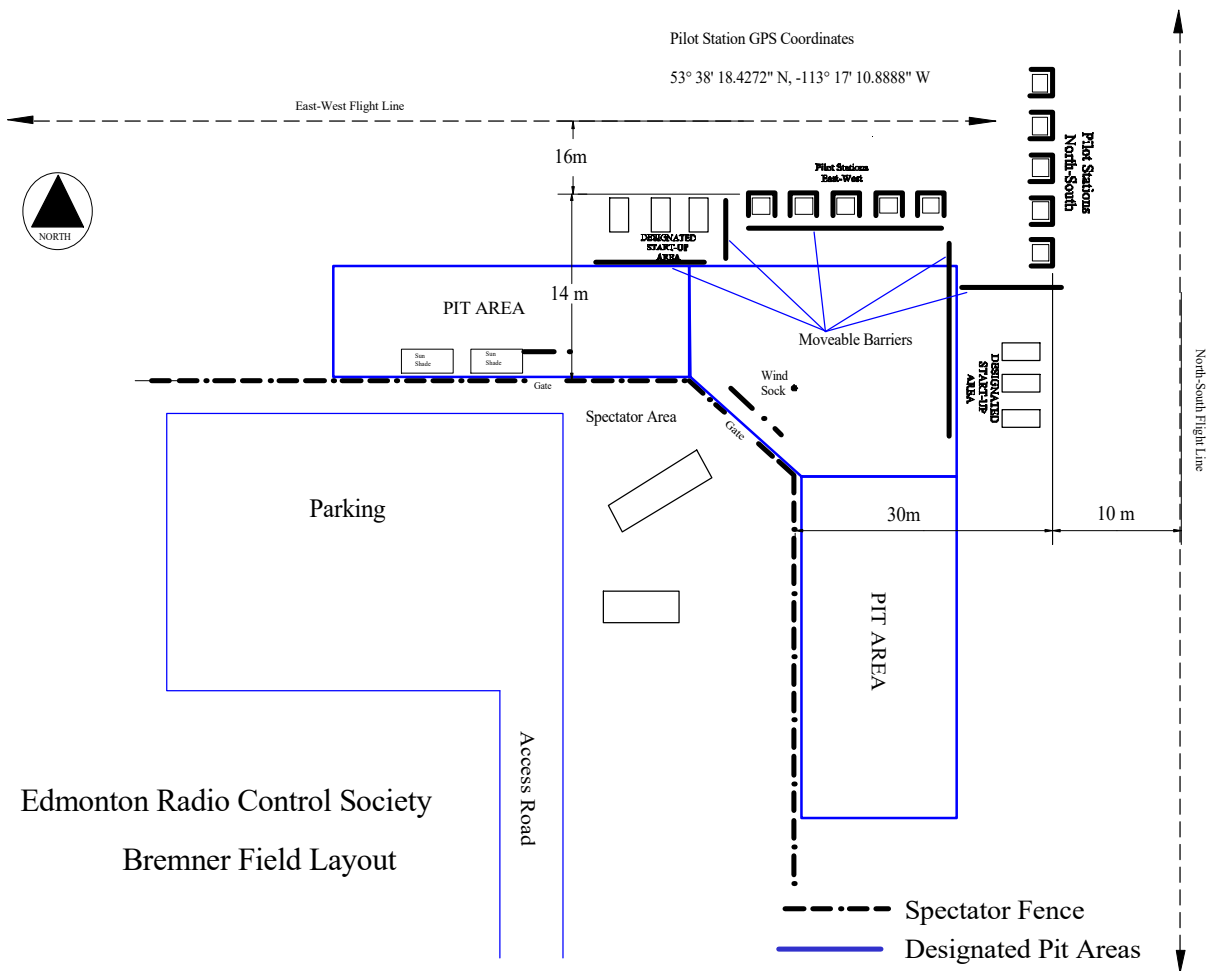
- 13.9. All components of the aircraft that caused the damage and the transmitter must be kept for the adjusters inspection, do not throw away or attempt to repair parts.
- 13.10. Obtain information on injured party, or party who sustained the property damage. Name, Address, Phone # and or Person to contact as well as their version of what happened.
- 13.11. Obtain names, addresses, and phone #'s of all witnesses and their relationship to claimant, if any. Have members witnessing the incident fill out an [Insurance Witness Accident Report](#) with all details of what they saw.
- 13.12. Complete the [Reportable Occurrence Form](#) on the MAAC website. It can be completed “on line” or can be “faxed” to MAAC Headquarters (fax #905-632-3304). The office will confirm membership status of club/member(s) involved.
- 13.13. An executive of the club where the incident occurred is to fill out an Executive Incident Report ([Reportable Occurrence Form](#)) on the MAAC website.

Note: The above gives an outline of what to do when an incident occurs. All reportable incidents should be reported whether a claim results or not. Only by examining what we do can we improve the safety of the hobby. We can only learn from our experiences so help others to learn and let us know what is happening out there.



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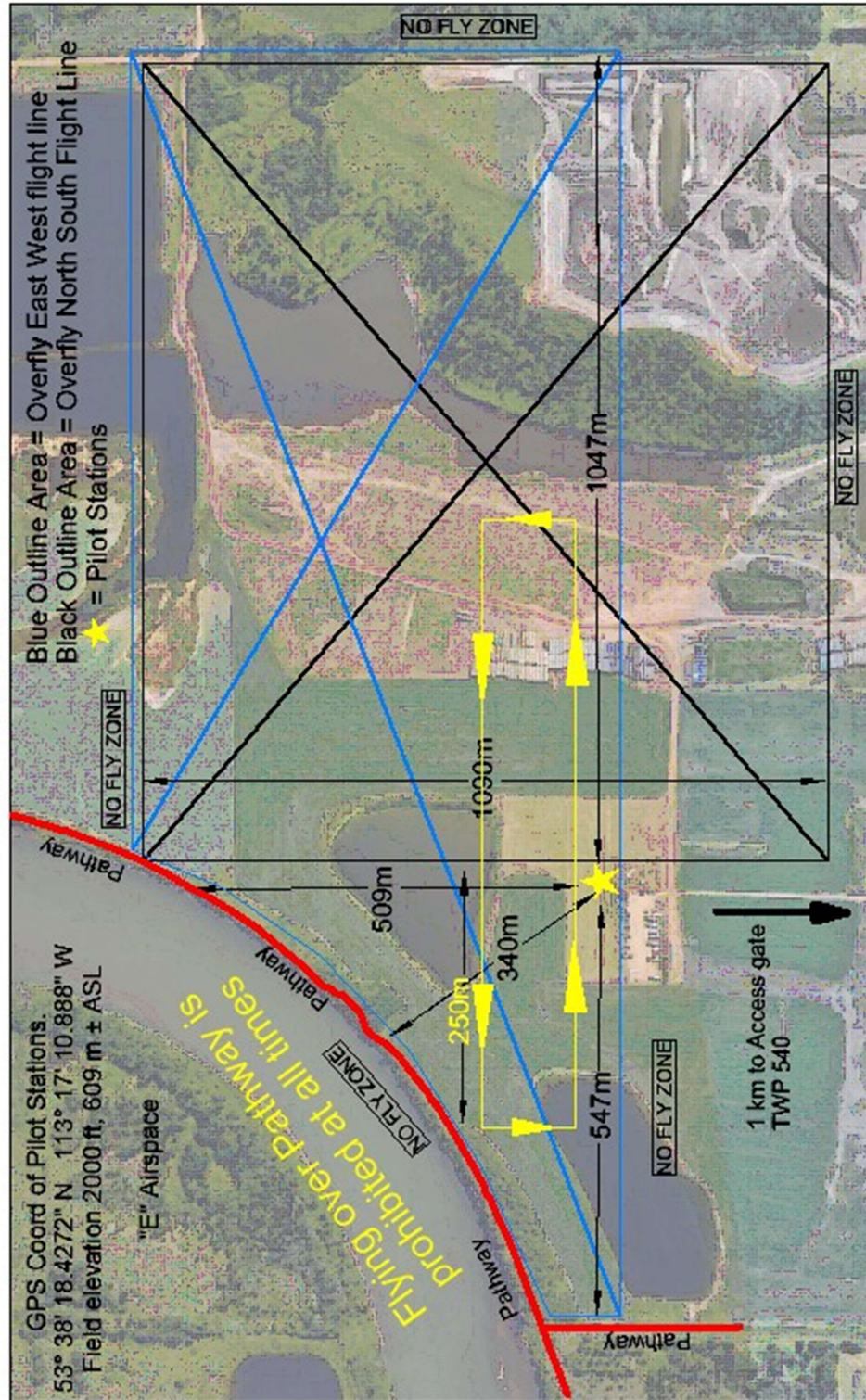
## Appendix A, Bremner field Layout Map



# Edmonton Radio Control Society Bremner Field Rules

## Appendix B, Bremner Field Airspace

### Edmonton Radio Control Society Bremner Field



GPS coordinates of field Access gate  
53°37'43.2"N 113°17'13.5"W  
Rural Address: 23154 Township Road 540

2022/11/24

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### **Appendix C: Emergency Action Plan:**

#### **LOCATION AND SITE INFORMATION**

Facility Name: ERCS Bremner Field

Facility Address: 23158 township road 540, Strathcona County Alberta, Canada

GPS coordinates of field Access gate 53°37'43.2"N 113°17'13.5"W

#### **Nearest Hospitals**

- Fort Saskatchewan 9401 86 Avenue, 12km
- Sherwood Park 9000 Emerald Drive, 9 km ( with Train Tracks) ,12 km via Hwy 21

#### **EMERGENCY PERSONNEL NAMES AND PHONE NUMBERS**

DESIGNATED RESPONSIBLE OFFICIAL: Chris Hammond, President ERCS

EMERGENCY COORDINATOR: Rick Wieringa, Chairman, Safety Committee

#### **EVACUATION ROUTES**

Evacuation route maps are posted at the field.

The following information is marked on evacuation maps:

- a. Site Map with Address
- b. Muster Points, Primary and Secondary
- c. Fire Extinguisher Locations
- d. Primary South Evacuation Route
- e. Secondary North Evacuation Route
- f. Emergency Contact: 911

#### **EMERGENCY PHONE NUMBERS**

FIRE DEPARTMENT, PARAMEDICS, AMBULANCE, POLICE: 911

UTILITY COMPANY EMERGENCY CONTACT: Electric Fortis Alberta 310-WIRE (9473)

#### **EMERGENCY REPORTING AND EVACUATION PROCEDURES**

Types of emergencies to be reported by ERCS members and Guests to the Executive are:

- MEDICAL
- FIRE
- SEVERE WEATHER

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- CHEMICAL SPILL
- EXTENDED POWER LOSS

### MEDICAL EMERGENCY

Call medical emergency phone number : 911

Provide the following information:

- a. Nature of medical emergency,
  - b. Location of the emergency (address, building, room number)
  - c. Your name and phone number from which you are calling.
1. Do not move victim unless absolutely necessary.
  2. Call assistance from those trained in CPR and First Aid to assist prior to the arrival of the professional medical help.

If personnel trained in First Aid are not available, as a minimum, attempt to provide the following assistance:

1. Stop the bleeding with firm pressure on the wounds (note: avoid contact with blood or other bodily fluids).
2. Clear the air passages using the Heimlich maneuver in case of choking.
3. In case of rendering assistance to personnel exposed to hazardous materials, consult the Material Safety Data Sheet (MSDS) and wear the appropriate personal protective equipment.
4. Attempt first aid ONLY if trained and qualified.

### FIRE EMERGENCY

When fire is discovered, Notify the local Fire Department by calling 911.

Fight the fire ONLY if:

- a. The Fire Department has been notified.
- b. The fire is small and is not spreading to other areas.
- c. Escaping the area is possible by backing up to the nearest Muster Point or Evacuation Route.
- d. The fire extinguishers are in working condition and personnel are trained to use them.
- e. Upon being notified about the fire emergency, occupants must:
  - i. Assemble in the designated Muster Point.
  - ii. Perform an accurate head count of personnel reporting to the Muster Point.
  - iii. Determine a rescue method to locate missing persons.
  - iv. Provide the Fire Department personnel with the necessary information about the site.
  - v. Leave the site using the designated escape routes.
  - vi. Remain outside the site until the competent authority announces that it is safe to reenter.

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### **CHEMICAL SPILL**

In case of all spills

- a. Eliminate all ignition sources (no smoking, flares, sparks or flames) from immediate area.
- b. Do not touch or walk through spilled material.
- c. Absorb with earth, sand or other non-combustible material.
- d. Leaking batteries and contaminated absorbent material should be placed in metal containers.

When a Large Chemical Spill has occurred:

1. Immediately notify the designated official and Emergency Coordinator.
2. Contain the spill with available equipment (e.g., pads, booms, absorbent powder, etc.).
3. Secure the area and alert other people on site.
4. Attend to injured people and call the medical emergency number, if required.
5. Evacuate the site as necessary.

When a Small Chemical Spill has occurred:

1. Notify the Emergency Coordinator.
2. If toxic fumes are present, secure the area (with caution tapes or cones) to prevent other personnel from entering.
3. Deal with the spill in accordance with the instructions described in the MSDS.
4. Small spills must be handled in a safe manner, while wearing the proper PPE.

### **SEVERE WEATHER AND NATURAL DISASTERS**

Tornado:

1. In the open outdoors, If possible, seek shelter in a sturdy building. Sheds and storage facilities are not safe, neither is a mobile home or tent.
2. Leave the area immediately, driving in the opposite direction of the tornado's path.
3. If you are not able to leave the area immediately, lie flat and face-down on low ground, protecting the back of your head with your arms. Get as far away from trees and cars as you can as they may be blown onto you in a tornado.

### **FIRE TRAINING**

If you have the slightest doubt about your ability to fight a fire....EVACUATE the area.

Fire Extinguishers:

When operating a fire extinguisher, remember the word PASS: Most fire extinguishers operate using the following P.A.S.S. technique:

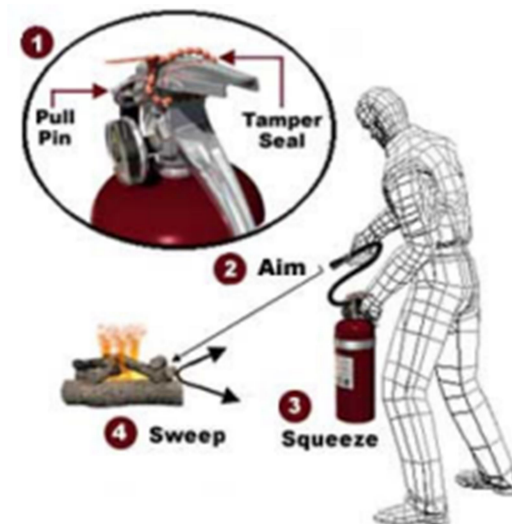


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1. **P** Pull, the pin. This will also break the tamper seal.
2. **A** AIM, Aim low, pointing the extinguisher nozzle (or its horn or hose) at the base of the fire.
3. **S** SQUEEZE... Squeeze the handle to release the extinguishing agent.
4. **S** SWEEP... Sweep from side to side at the base of the fire until it appears to be out. Watch the area. If the fire re-ignites, repeat steps 2 - 4.



NOTE: Do not touch the plastic discharge horn on CO2 extinguishers, it gets very cold and may damage skin.

### LIPO BATTERY'S AND ELECTRICAL FIRES

#### Lithium Polymer Battery Fire

The following is from Transport Canada's Emergency Response Guidebook 2020. The guidebook lists emergency response for Lipo battery fires. It has also been suggested smothering the fire with sand to reduce the chemical fire.

#### FIRE

1. Small Fire, use a Dry chemical, CO2, water spray or regular foam.
2. Large Fire, use Water spray, fog or regular foam.
3. If it can be done safely, move undamaged containers away from the area around the fire.

#### SPILL OR LEAK

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2. ELIMINATE all ignition sources (no smoking, flares, sparks or flames) from immediate area.
3. Do not touch or walk through spilled material.
4. Absorb with earth, sand or other non-combustible material.
5. Leaking batteries and contaminated absorbent material should be placed in metal containers.

### **FIRST AID**

1. Call 911 or emergency medical service.
2. Ensure that medical personnel are aware of the material(s) involved and take precautions to protect themselves.
3. Move victim to fresh air if it can be done safely.
4. Give artificial respiration if victim is not breathing.
5. Administer oxygen if breathing is difficult.
6. Remove and isolate contaminated clothing and shoes.
7. In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.