

Strathroy Flying Farmers (Parkhill pond) Club – Rules

Administrative

Float flying takes place at the Parkhill reservoir.

Float Flying is open to any MAAC member, dates and times are communicated to those who have expressed an interest through emails.

We fly as a group. Flying is permitted only on days and times arranged by the SFF Float Fly coordinator.

Funds Are set annually and are paid once a year or on a pay as you go basis.

1. The main contact person must be a SFF member
2. His job is:
 - a. to get the permission from the Ausable Bayfield Conservation Authority
 - b. Help organize the float fly times.
 - c. Collect any fees and submit them to the Treasurer. These funds are to be kept separate from the main club.
 - d. Ensure a donation is sent to the Ausable Bayfield Conservation Authority at the end of the season.
 - e. Maintain an Email list of potential float flyers.
3. A copy of the rules are kept in the vehicle of the float fly chairman since there is no place to leave them at the pond. Or another designated person. They will also have a copy of the permission from the Ausable Bayfield Conservation Authority

Normal Operating Procedures and Club Safety Rules

1. MAAC guidelines and Safety code must always be followed.
2. The approved flying area is depicted on the attached map, measuring roughly 315m by 330m by 300m in a diamond shape.
3. You shall not fly within 30 meters of any non-MAAC boat or kayak or swimmers - regardless of altitude. Do not fly directly over our MAAC recovery boat.
4. The maximum number of airplanes permitted in the air at any one time is restricted to four.
5. Flights must be conducted so as not to interfere with others that are flying at the same time.
6. Pilot etiquette:
 - Dead stick (engine quit) airplanes have the right away over all other airplanes
 - Landing airplanes have right away over departing airplanes.

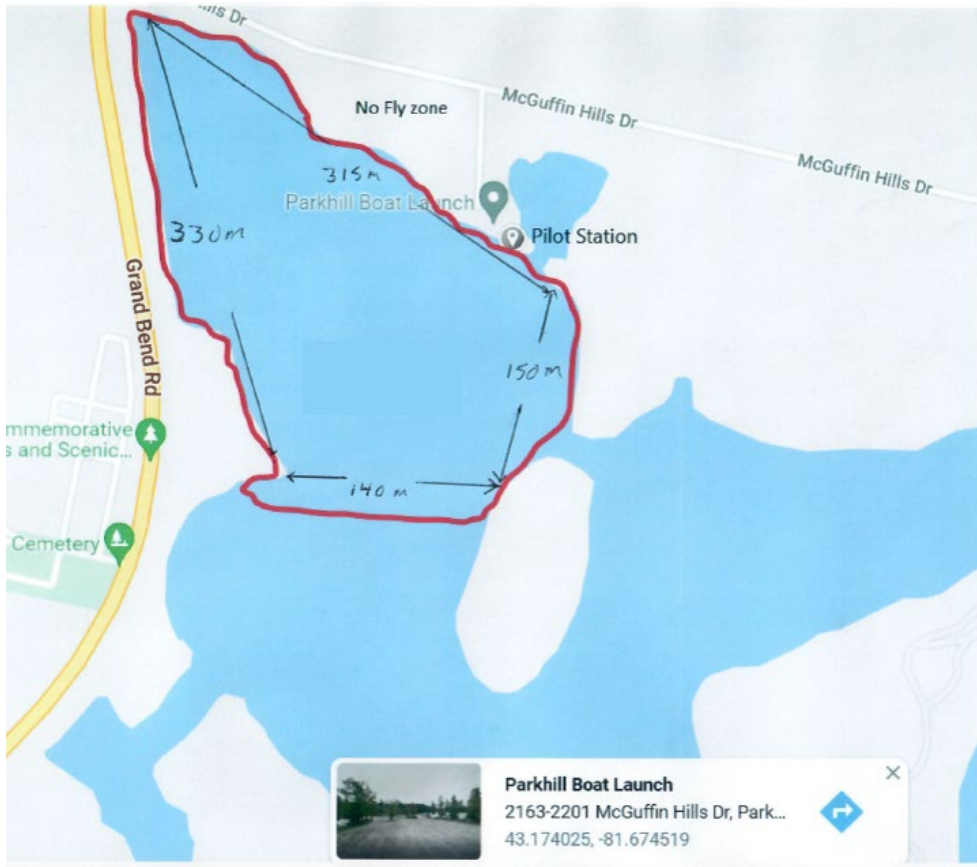
- When others are flying:
 - Pilots shall announce their intention to take-off, land or do a touch and go or if in a dead stick situation
 - Pilots controlling airplanes that have landed shall announce when their airplane is clear of the runway
- 7. Recovery boat must comply with boating rules (life jackets, etc.)
- 8. Recovery boat can also act as a spotter for full scale airplanes.
- 9. Planes are to be set up in the pit area along the shore.
- 10. Flying is to be done over the water area only.
- 11. Formation flying is permitted provided all involved pilots agree beforehand.

Strathroy Flying Farmers float fly Club operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

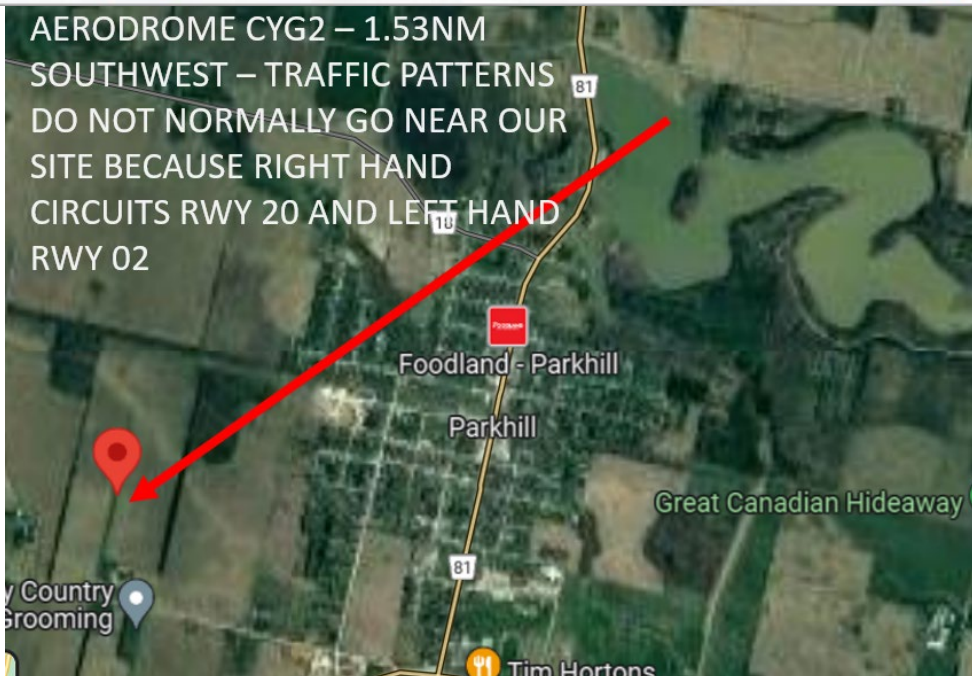
- 12. The aerodrome name is Yellow Gold (CYG2) and it is located 1.53 nautical miles south west (direction) of our modelling site.
- 13. The aerodrome is not used very often and only has 2 small planes. The aerodrome procedures in the CFS, and location of Parkhill in between us, generally preclude circuits over or near our site. The normal MAAC “see and avoid” practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations.
- 14. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- 15. We have contacted the aerodrome operator and he has no issues with our modelling activities. He was contacted Mar 22/23.
- 16. In the event of a “fly-away” towards Yellow Gold, you may call the aerodrome operator at 519-294-6684 or 519-617-0710 (cell) and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
- 17. Strathroy Flying Farmers float flyers should check for Yellow Gold related NOTAM either using the [NAV CANADA NOTAM](#) portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
- 18. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Parkhill. Night flying is not allowed at Parkhill Reservoir.
- 19. Visual observers and MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:

- a. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” in a loud voice.
 - b. ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
 - c. 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.
20. If there is 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:
- a. 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.
 - b. If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.
 - c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
 - d. This process is for **your** protection.
21. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
- a. If cloud is present below 1000’ above the model flying area
 - b. a horizontal visibility requirement of less than 3sm around the flying area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
22. There are no other risk mitigating strategies required at Strathroy Flying Farmers float fly Club.
23. The Club executive will review these rules at least once a year.

Approved by Paul Neely
March 23, 2023



AERODROME CYG2 – 1.53NM
 SOUTHWEST – TRAFFIC PATTERNS
 DO NOT NORMALLY GO NEAR OUR
 SITE BECAUSE RIGHT HAND
 CIRCUITS RWY 20 AND LEFT HAND
 RWY 02



ONTARIO
AERODROME/FACILITY DIRECTORY
PARKHILL (YELLOW GOLD) ON
CYG2

REF	N43 09 36 W81 42 11 Adj W 9°W (2018) UTC-5(4) Elev 642' A5000	
OPR	Rick Willemse 519-294-6684 Reg PPR	
PF	C-1,2,3,4	
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
RWY DATA	Rwy 02(021°)/20(201°) 1945x60 TURF Thld 20 displ 117'	
RCR	Opr No win maint. Rwy soft in spring.	
COMM	ATF tfc 123.2 5NM 3700 ASL	
PRO	Right hand circuits Rwy 20 (CAR 602.96)	
CAUTION	P-lines and trees 50 AGL S of rwy. Lgt'd twr 978 ASL (295 AGL) 1.2NM SE of A/D. Wind turbines to 1243 ASL aprx 2NM S of A/D.	



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual (TC AIM) RAC 4.5* for the current requirements. It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (ROONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

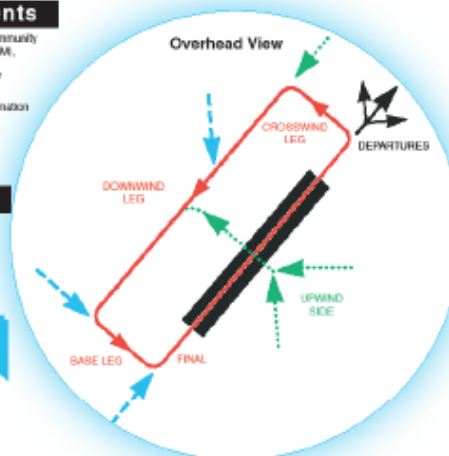
If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency. At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement (CFS)* for current information.

Transiting Aircraft

Overlying Aerodromes: (See TC AIM RAC 5.5)
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.
(Canadian Aviation Regulation (CAR) 602.96(4))

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedures (see TC AIM 4.5.7)

Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.98)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

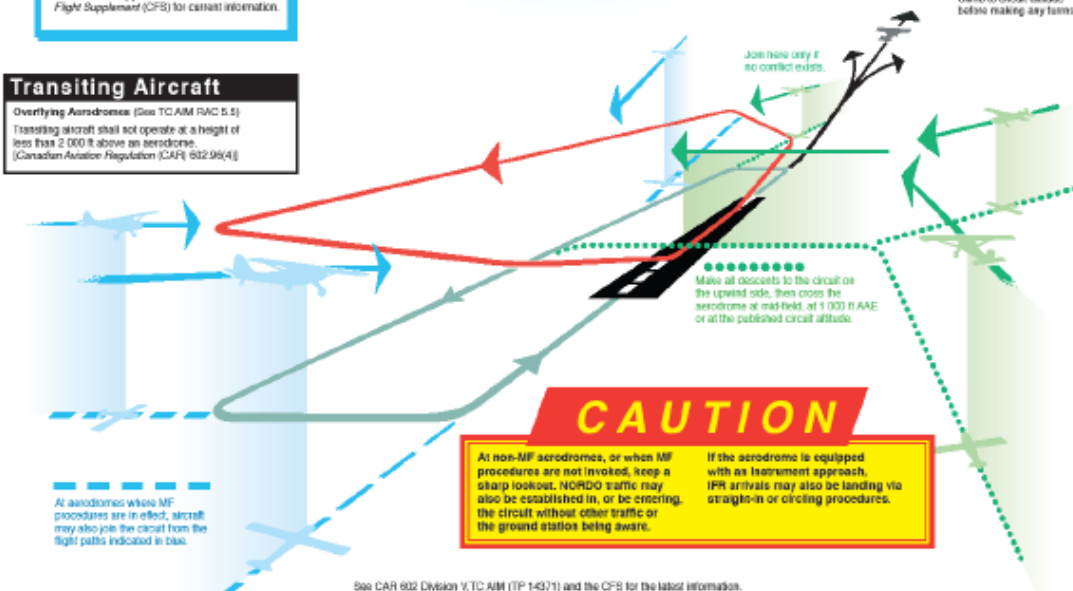
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during take-off.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuit: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

DEPARTURES

Climb to circuit altitude before making any turns.



See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.

TP 1434
(06/2019)

TC-602940

Canada