Simcoe Model Aircraft Club Rules

Administrative

These rules and other documents are available on the club website. Members are expected to have these available electronically while operating RPAS at our site.

1) The pilot will perform the initial turn after take-off away from the pit, spectator and parking areas and will not thereafter perform manoeuvres, flight of any sort, or landing approaches over a pit, spectator or parking areas. In order to do so the pilot will always fly with their back to the pit, spectator and parking area.

2) Every effort should be made to prevent fuel from spilling on the grass, (using mandatory absorbing carpets with a min. size of 2□ x 3□).

3) The first three feet of grass from the access way is all that is allowed to be used for the Pit area, so every effort must be made to keep the area tidy. Members and Guests shall be responsible for the removal of POP CANS, PIECES of BALSA, CIGARETTE BUTS, STYROFOAM CUPS, COVERING MATERIAL ETC. ETC. from the area.

Normal Operating Procedures and Club Safety Rules

1. A Model aircraft must yield to piloted aircraft with no exceptions. Flying operations must cease when piloted aircraft are in the proximity of model flying operations.
2. Pyrotechnic and explosive devices are not permitted to be carried or activated by model aircraft.
3. Internally mounted pulse jets, rocket or thrust engines are not permitted because of the danger of fire.
4. Frequencies will be controlled by a positive means if flying on 72mhz.
5. Pilots are prohibited from standing either on or immediately adjacent to any active runway at least 75 feet in front of the PIT area.
6. Take off and landings may be done from the runway area itself. To minimise the effects of radio interference, these locations should be spread out by a minimum of 20 feet.
7. Instructors should be highly capable individuals who will not only provide adequate instruction but also consistently demonstrate safety by their example and attitude. Club members must be aware of their responsibilities to beginners, particularly if club instructors are unavailable. Once a beginner has overcome the basic aspects of flight training, it may be acceptable for qualified pilots to assist students who do not require other than " stick time ".
8. That strict announcement procedures be normal operation where pilots call out to other flyers any intention to land or take off or move out to the active runway.
9. Any guest or club visitor who is allowed flight privileges at any field must be prepared to submit his aircraft for an air-worthiness/safety inspection and must demonstrate acceptable flying competence before being allowed to operate his aircraft without supervision and have proof of current M.A.A.C. membership. It is the Club member's responsibility to accompany their guests and visitors.
10. Propellers will be of approved types. Pure nylon propellers (does not include the glass filled type) will not be used on engines of .40 cubic inch or larger. Repaired or damaged propellers will not be used under any circumstances.

11. Pilots will ensure that no one is standing in line with the propeller or operating engines.
12. Slipstream effects from running engines can be dangerous to all affected and models should be positioned to minimise these effects and operated for the minimum periods possible at full power settings in the pit areas.
13. Smoking is prohibited in pit areas when fuelling ALL aircraft.
14. Instructors in a club should be given additional responsibility to act on matters of safety since they provide the most direct contact with beginning flyers, these individuals can exert the most visible example of the safest manner to approach flying operations.
15. Taxing of aircraft must be at 90 degrees from the Pits with NO taxiing from the runway back into the Pit area.
16. All radio equipment must be in good condition and working order. All planes and radio equipment are subject to inspection by any of the executive of the club and can be deemed unsafe.
17. Mats: A) 2ft. X 3ft. mats are to be used at all times.
18. Mat must be absorbent.
19. All mats are subject to inspection by any of the club executive and may be deemed too soiled to be used on the sod and must be replaced.
20. Members to have with them a Green Garbage bag or similar to use in the event of a crash to contain any fuel leakage and to remove debris off the field.
21. Our flying field is not to be used if any of the owners people are at the field doing any kind of work. If they arrive to cut the field or spray the field then you are to pack up and leave immediately. There is no exception to this rule. No one is to question ant of the owners people as to how long they will be or when they are going to cut the sod. Model assembly should be done in the designated pit area or under the sunshade.
22. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
23. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
24. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun.
25. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
26. Our flying area as measured from the center of the pilot stations is a box left, right and straight out. Refer to the site flying area map for no-fly zone depictions (See MAP picture) *Simcoe Model Aircraft Club is off 11th Line and Tottenham Road, about 950m to the east of Tottenham road. 600m x 900m. Pits area is setup at the South end of the field please see image below.*

27. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

28. A fire extinguisher must be present for all powered RPA operation.

The aerodrome name is Beeton Field (CBF3 AERODROME REG) and it is located 1.61 nautical miles South of our modelling site at 8th Line and Tottenham Rd (Lat: 44.079 Long: 79.811 3.546 KM)

29. The aerodrome has a grass strip and is not winter maintained.

30. Except for weather there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

31. In the event of a “fly-away” towards Beeton field, you may call the aerodrome operator at (416) 999-4037 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

32. Simcoe Model Aircraft club members should check for updates 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 please leave any completed site surveys for others to use.

33. The club executive has contacted the operator (OPR) of Beeton Airfield, and they have expressed no issues with our RPAS site.

34. 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 Alliston, Ontario. Night flying is NOT allowed at Simcoe Model Aircraft Club unless your RPA is brightly lit.

35. 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.

36. 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.

37. 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.

    d. If you can see the Distillery smokestack 3nm north, flying is normally permitted.

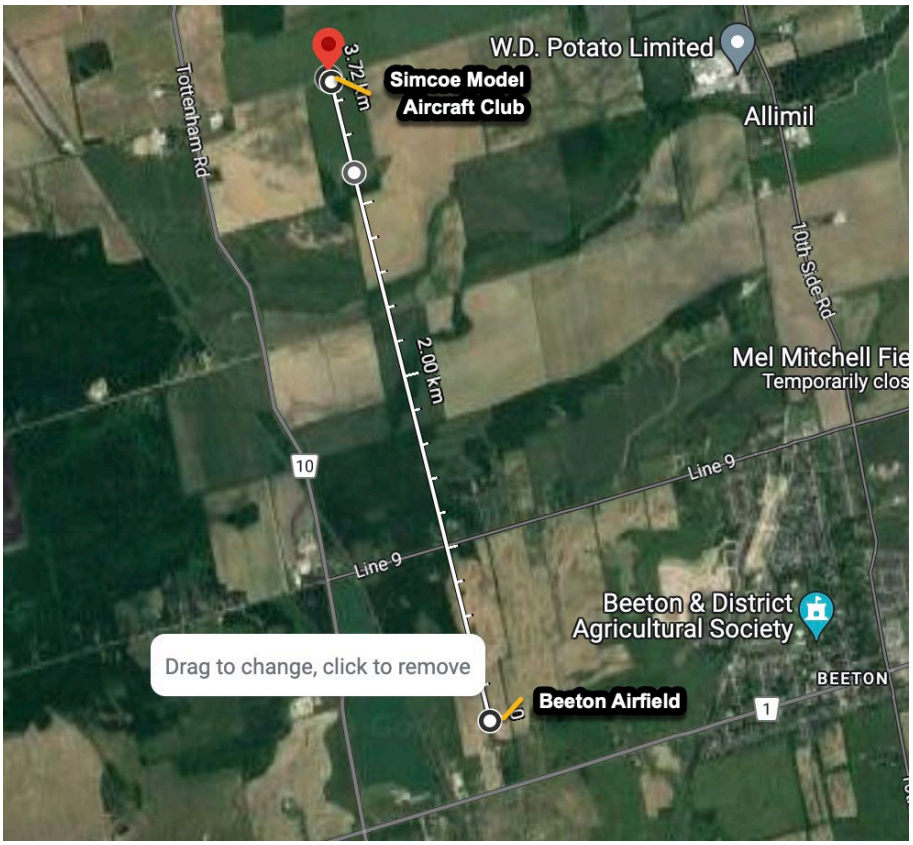
38. There are no other risk mitigating strategies required at Simcoe Model Aircraft Club. The normal MAAC "see and avoid" practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations.

39. The Club executive will review these rules at least once a year.

When visual observers are required, the club rules are:

1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
2. The visual observer should stand or sit at the start-up stand closest to any pilots flying, but away from the start-up stand(s) in use. Be close enough so they can hear you.
3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

Distance to Beeton Field (CBF3 AERODROME REG)

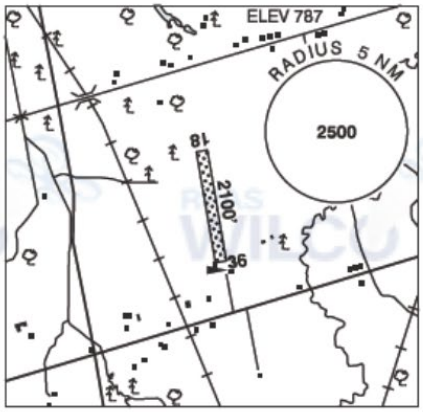


CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

ONTARIO AERODROME/FACILITY DIRECTORY

BEETON FIELD ON CBF3

REF	N44 04 45 W79 48 38 1.1W 10°W (2020) UTC-5(4) Elev 787' VTA A5000
OPR	Terry Cleland 416-999-4037 Reg PPR
PF	C-1,2,3,4,5
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA RCR	Rwy 18/36 2100x100 GRASS Opr No win maint
COMM ATF	tfc 123.2 5NM 3800 ASL



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

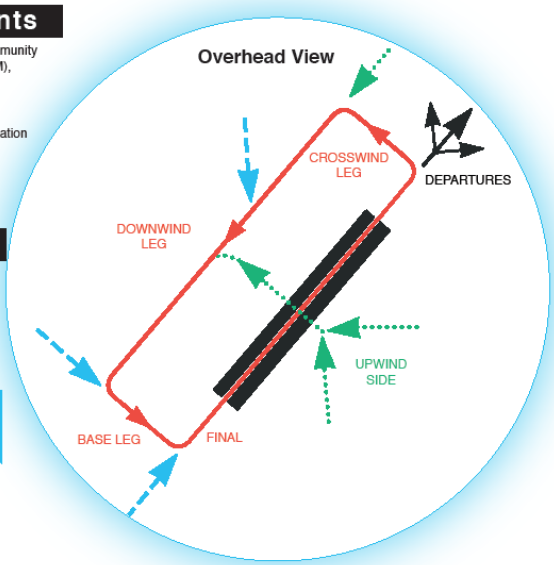
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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 (RONLY) 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.

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 602.99)

- 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 takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (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.

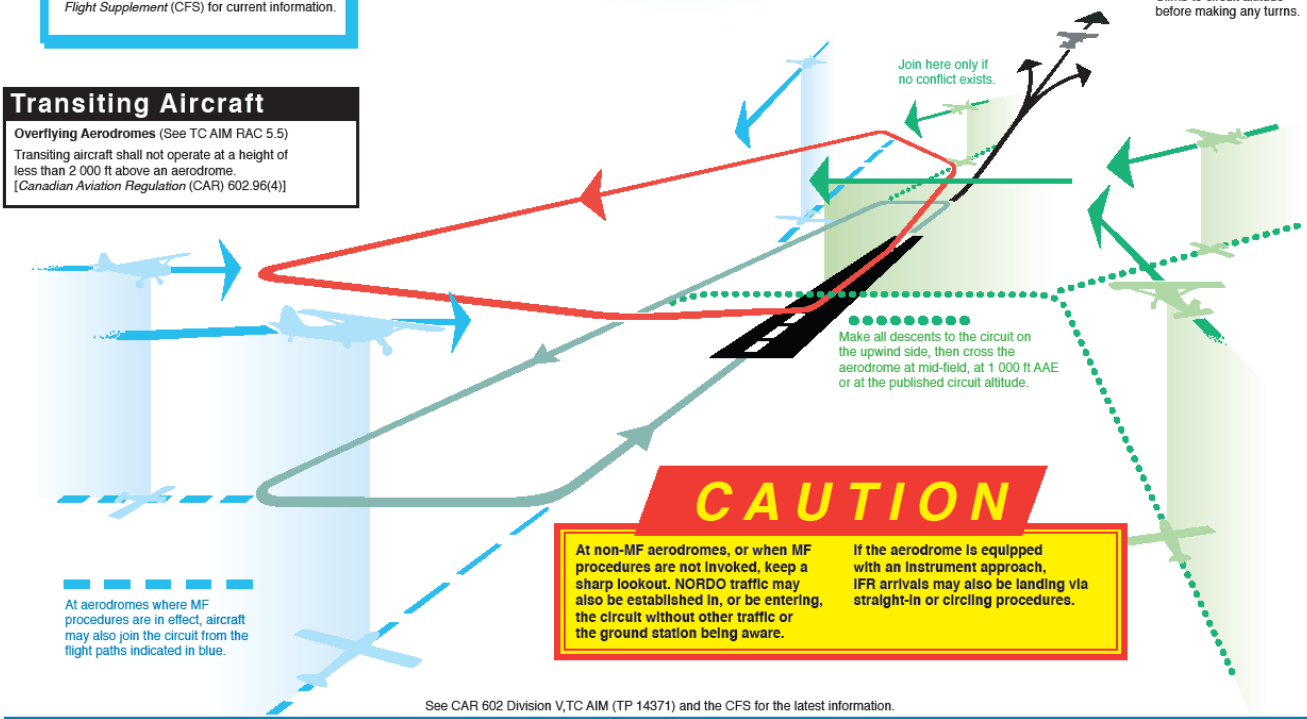
Transiting Aircraft

Overflying 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)]

DEPARTURES

Climb to circuit altitude before making any turns.



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

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

TP 11541
(06/2010)

TC-1002940

Canada