

Night Hawk R/C Flying Club – Rules 2023

Administrative

1. All members and guests flying at the Night Hawk's field MUST have a current MAAC membership, RPAS certificate, and RPAS must have registered numbers visible on aircraft. Each member is allowed a maximum of two (2) guests per season.
2. All members must be knowledgeable of the latest version of the Night Hawk's Safety Field Rules (<https://tabernighthawks.ca>) and the online MAAC Safety Code Documents (SCD) (available at MAAC.ca). Use the online versions, as hard copies of MAAC SCD may not reflect any changes made since the document was printed. All members operating Remotely Piloted Aircraft Systems (RPAS) must comply with all Canadian Aviation Regulations (CAR), including CAR Part IX available at tc.canada.ca
3. Every member or guest must produce his or her current MAAC membership card and RPAS certificate when requested to do so by a member at large or the Safety & Field Rules Chairman.
4. New members are on a one year probation. Violations of the MAAC or Night Hawk's rules by any member will be a cause for loss of membership, with no return of membership fees.
5. New/Student pilots are required to be accompanied by an experienced check pilot, until such time as the new/student pilot can take off, fly a circuit and land safely as judged by the experienced check pilot.
6. Spectators and invited, non-flying, guests must remain behind the pit area.
7. Pets shall be leashed and are not permitted outside the spectator area.

Normal Operating Procedures and Club Safety Rules

1. Pilots will fly from the designated pilot stations provided.
2. The flying area is a vee shape roughly 700meters by 400meters, situated north of the pilot stations, and running east west or north south. See the attached diagram. There are no specific no fly zones in the area other than the access road if vehicles are present.
3. 3D flying will be allowed by any pilot when flying at the club field alone. If flying with one or more pilots, 3D flying will only be allowed with the other pilots' permission and must be done as the single airplane in the field airspace at the time.
4. The only categories of RPAS that can be operated at this site are helicopters, drones and conventional fixed-wing aircraft. Helicopters, drones and conventional fixed-wing aircraft will not be flown at the same time unless by mutual agreement. All pilots must use the designated pilot stations.
5. No member shall operate a model aircraft while under the influence of alcohol or judgment impairing drugs.
6. All disputes must be taken to the Safety & Field Rules Chairman for arbitration.
7. All vehicles must be parked in the parking area only.
8. Mufflers are required on all engines larger than 0.052.
9. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
10. Gas/glow models must be restrained and started in the start-up stands or be restrained, located in the PITT area. Do not conduct prolonged tuning if other pilots are flying.
11. 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.
12. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
13. Recovery of RPA that land/crash off the runway, but in the flying area will be done in agreement with any pilots flying.

14. A fire extinguisher must be present for all powered RPA operation. The fire extinguisher and a first aid kit are located inside the club shack.
15. If there is an accident requiring emergency services, cellular service is adequate to call 911. Advised them we are west of the Town of Taber transfer station. The GPS coordinates for the entrance to the field are 49.800409, -112.172228 – intersection of Highway 864 and township road 101 to 39st.
16. Pilots may fly in formation provided they agree to do so.
17. The maximum number of RPA flying at the same time is to be determined by pilots at the time.

Night Hawk flying field, operates within 3nm of 1 aerodrome and 1 heliport as listed in the CFS or CWAS and is required to provide all members with the following information:

18. The first is an aerodrome - Taber CED5 at 1.62nm northeast and second is the Taber health certified heliport CTB7 at 1.68nm southeast.
19. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
20. In the event of a North-East “fly away” towards CED5 (Taber Airport) you may call 403-223-3541 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
21. In the event of a South-East “fly away” towards CTB7 (Taber Health Center) you may call them at 403-223-7211 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
22. Night Hawk club members must check for related NOTAM’s for CED5 and CTB7 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.
23. The club executive has contacted the operators (OPR) of CED5 and CTB7, and they have expressed no issues with our RPAS site.
24. 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 city of St Albert. Night flying is not allowed at Night Hawk Club unless your RPA is brightly lit.
25. 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.
26. 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.
27. 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 3nm around the flying area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

28. There are no other risk mitigating strategies required at Night Hawk Club. The normal MAAC “see and avoid” practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations.
29. The Club executive will review these rules at least once per year.

2023 Executives

President-----Mike Armstrong 403-330-1993 MAAC 86811

Vice President-----Ed Sedgwick 1-403-654-8801 MAAC 80504

Secretary/Treasurer-----Dan Derksen 403-330-7551 MAAC 55929

Safety & Field Rules Chairman----- Ed Sedgwick 1-403-654-8801 MAAC 80504

Membership-----Frank Watts 1-403-502-0505 MAAC 96105

Location GPS 49° 48' 04.76"N--112° 12' 03.82"W

NIGHT HAWK R/C FLYING CLUB

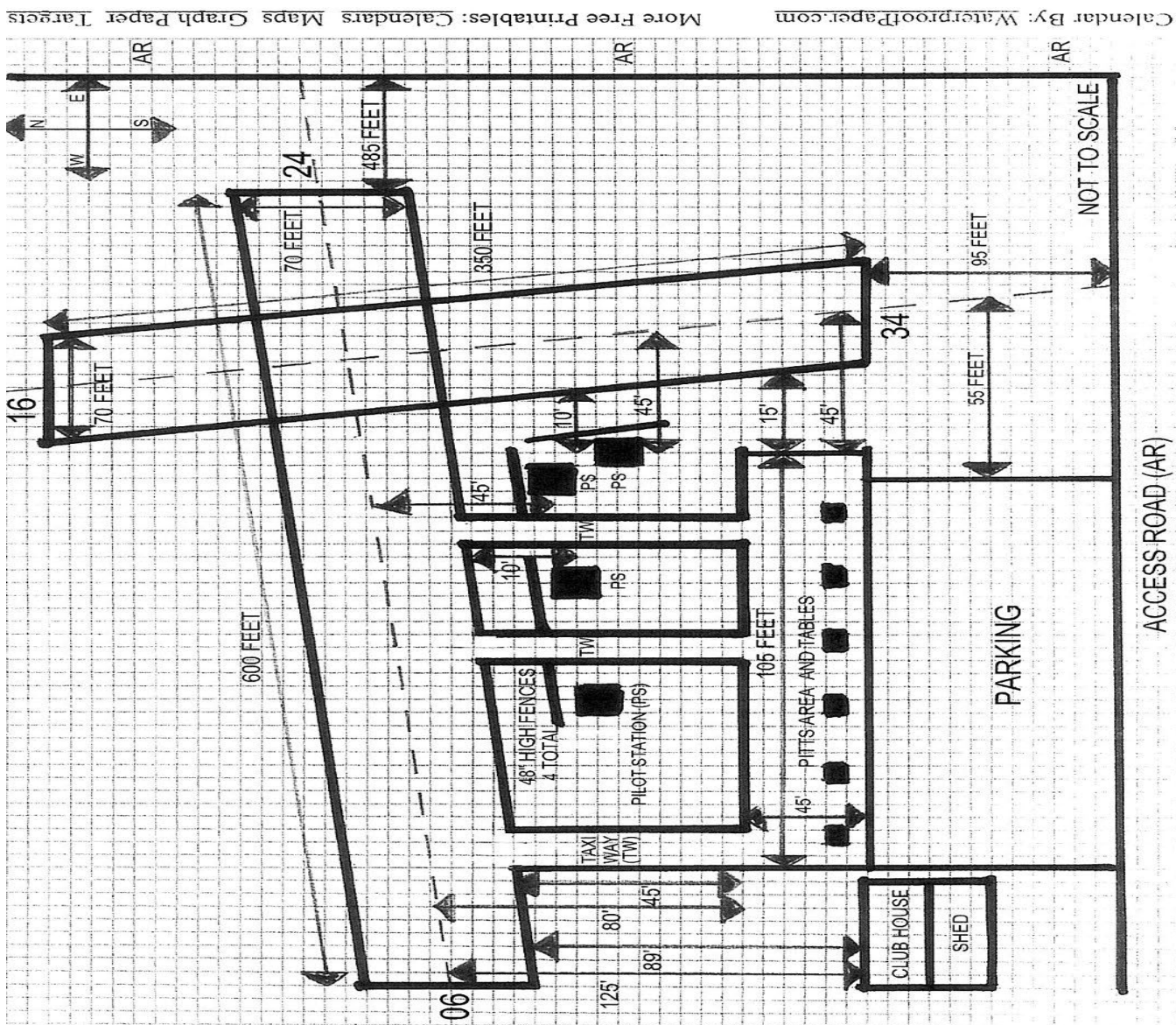
Feb 2023



The Taber Aerodrome, CED5, is 1.62nm NE of the center pilot station.

The Taber Health Center, CTB7, is 1.68nm SE of the center pilot station.







ALBERTA

AERODROME/FACILITY DIRECTORY

TABER AB

CED5


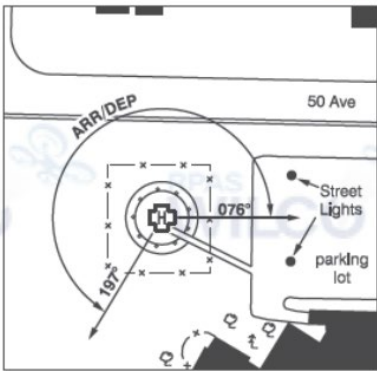
REF	N49 49 35 W112 11 05 4N 14°E (2013) UTC-7(6) Elev 2648' A5005 LO2 CAP	
OPR	Municipal District of Taber 403-223-3541 Reg	
PF	B-1 D-2,3,5	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
S	4,5,6	
RWY DATA	Rwy 05(052°)/23(232°) 3005x75 ASPH Rwy 23 up 0.37% Rwy 13(135°)/31(315°) 1930x75 ASPH Opr Ltd maint	
RCR		
LIGHTING	05-(TE ME), 23-(TE ME) ARCAL-122.8 type K	
COMM		
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 5700 ASL	

ALBERTA

AERODROME/FACILITY DIRECTORY

TABER (HEALTH CENTRE) AB (Heli)

CTB7

REF	N49 47 08 W112 09 58 14°E (2013) UTC-7(6) Elev 2670' A5005	
OPR	Alberta Health Services 403-223-7211 Cert NVIS OPS AUTH PPR	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)	
LIGHTING	RW(ME) yellow LED O/R (Lighted WI centre of hosp bldg)	
COMM		
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM centred on Taber A/D 2.6NM NW 5700 ASL	
PRO	Arr/dep 197° to 076° fr heli (H1) (CAR 602.96). NVIS rqrd for night use (CAR 602.96).	
CAUTION	Unlgt'd street lamps 45 AGL 150' NE of heli. Trees to 50 AGL 150' SE to S of heli.	