

6TH DIVISION FLYERS CLUB INC.

O/A

ORILLIA AERO MODELERS

- All flying shall take place from behind the safety fences, with the exception of hand launching models where necessary.
- There shall be no flying between the hours of 9:00PM and 9:AM other than quiet electric planes (reference Severn Township noise bylaw: <https://www.severn.ca/en/news/township-of-severn-enacts-new-noise-by-law.aspx>.)
- Ensure all internal combustion engine aircraft are secured when starting engines to avoid injuries.
- All pilots must attach contact information on all aircraft per MAAC /Transport Guide lines.
- Fail safe must be set on all models.
- Avoid flying over roads.
- All pilots shall observe all MAAC/Transport Canada RPAS flight rules(<https://tc.canada.ca/en/aviation/drone-safety/learn-rules-you-fly-your-drone/flying-your-drone-safely-legally>.)
- Pilots shall call out "taking off and landing"
- Anyone flying FPV shall have a spotter at all times.
- Taxing planes in the pit area is not allowed.
- All pilots must have current MAAC membership.
- Pilots shall preform a range check before the first flight on every aircraft.
- After a crash, aircraft shall be thoroughly inspected to ensure airworthiness before attempting to fly again.
- Pilots shall not fly unaccompanied until they are deemed safe to do so by qualified club members. There are now four levels of flight competency (A, B, C, D) listed on the MAAC website with descriptions. Our key goal is safety for everyone in following these guidelines.

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
3. 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.
4. 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 away from the sun.

5. Hand launching and bungee launching shall be done in agreement with any pilots flying. Pilot and crew shall advise "on the field", when launching and "clear", when off the field.
6. Our flying area as measured from the corner of our two runways is 350 meters out from the safety fences, and inside of the property line from the two adjacent roads. Refer to the site flying area map for a physical view of the boundaries.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
8. A fire extinguisher must be present for all powered RPA operation.
9. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 2734 Cambrian Road, Severn Township.
10. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

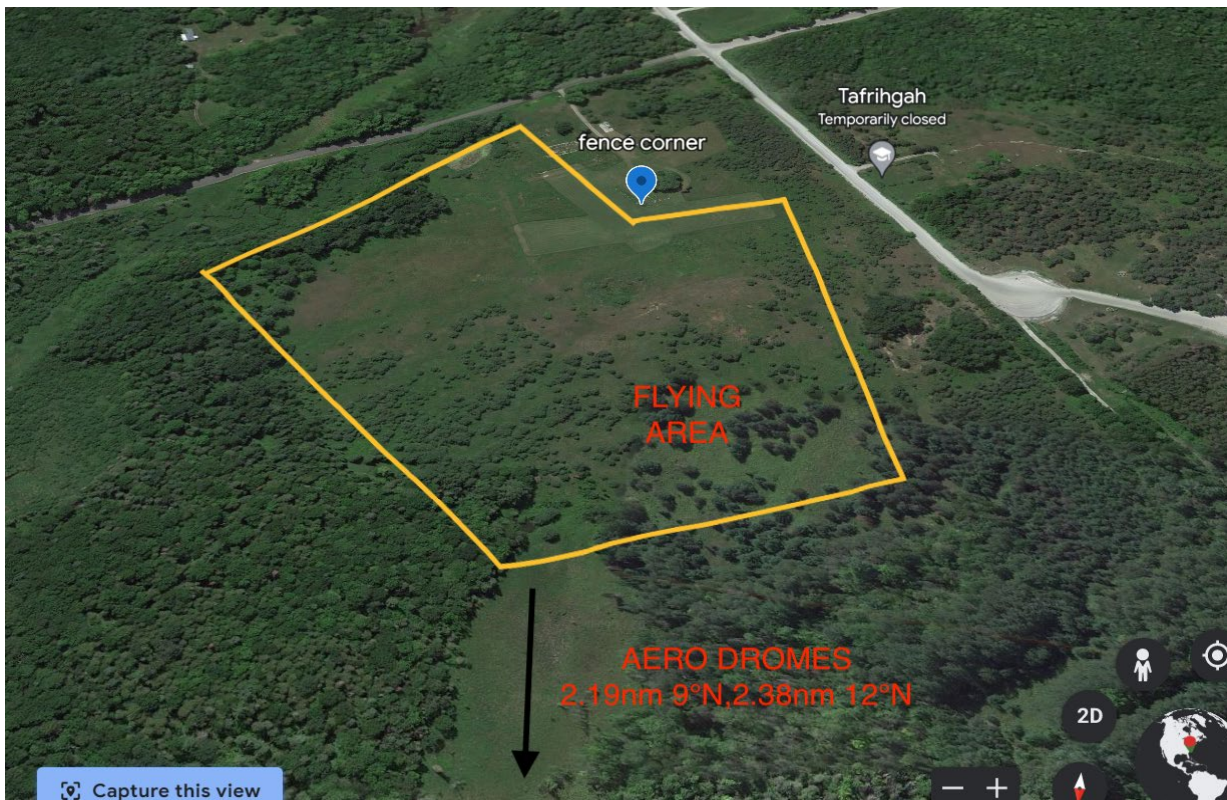
Orillia Aero Modelers operates within 3nm of 2 aerodromes as listed in the CFS or CWAS and is required to provide all members with the following information:

11. The first aerodrome name is BUCK LAKE CSB7 and is located 2.38 nautical miles 12^o North of our modelling site. In the event of a "fly-away" towards that direction you may notify Kevin Betsworth at 705-323-7740.
12. The second aerodrome name is SEVERN BRIDGE CSB7 and is located 2.19 nautical miles 9^o North of our modelling site. In the event of a "fly-away" towards that direction you may notify Kevin Betsworth 705-323-7740.
13. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
14. Orillia Aero Modelers club members should check for restrictions 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 RPAS Wilco site survey, please share it with fellow modellers. A laminated form and erasable markers will be available in the flight box so a physical copy can be created at the beginning of each flying day.
15. A club representative has contacted the operator (Kevin Betsworth) of the 2 aerodromes within 3nm of our flying site. It was suggested that a sign at the model aircraft field would be a good idea to notify the participants of their presence within the Severn Bridge and Buck Lake aerodrome traffic area. It was noted that our flight ceiling is 400' AGL. An appropriate sign stating the following will be post in the pit area:

This RC airfield is located within the Aerodrome Traffic Area of CSB7 Severn Bridge Airfield and CBL2 Buck Lake Seaplane Base. This area is Class "G" airspace. Aircraft in this area can be at low altitude. (Less than 500 feet AGL) It is the responsibility and requirement of the operators of all remotely piloted aircraft to be in compliance with all Transport Canada regulations and to keep the airspace clear, yield to, avoid, and maintain a safe distance to overflying or nearby flying aircraft. Maximum altitude for RPA is 400' AGL.

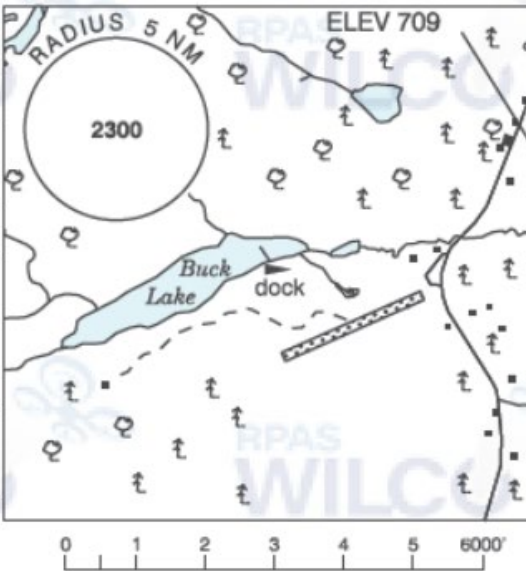
16. It is the responsibility and requirement of the operators of all remotely piloted aircraft to be in compliance with all Transport Canada regulations and to keep the airspace clear, yield to, avoid, and maintain a safe distance to overflying or nearby flying aircraft.

17. 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 Orillia. Night flying is not allowed at Orillia Aero Modelers flying club unless your RPA is brightly lit.
18. 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 “full scale” in a loud voice, and announce the direction of approach in relation to the pilots. If they appear to be unusually low, that shall be yelled out as well.
 - b. ALL Pilots **must** immediately descend to as low an altitude as possible and/or move to an area as far away from the full-scale flight path as is visually possible.
 - 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.
19. 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.
20. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a. If cloud is present at a level that will mandate that full scale flying VFR (visual flight rules) may be required to fly at an altitude that would interfere with safe RPA operation. An example would be when there is an incoming storm system.
 - 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.
21. There are no other risk mitigating strategies required at the Orillia Aero Modelers flying Club.
22. The Club executive will review these rules at least once a year.
23. This document will be made available in the form of email, or there will be a hard copy either in the field box or storage container at the field.



SEVERN BRIDGE / BUCK LAKE ON

CBL2

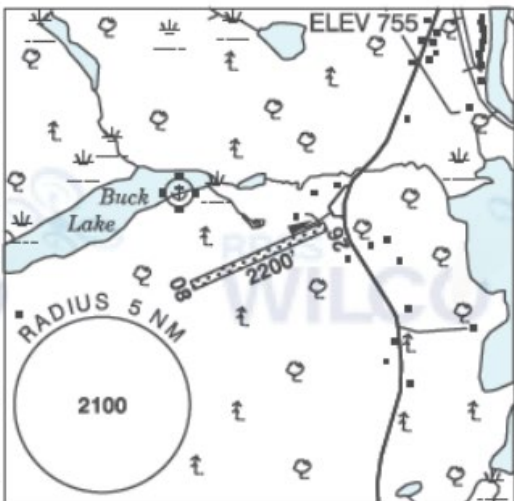
REF	N44 46 18 W79 24 47 3.4W 11°W (2014) UTC-5(4) Elev 709' A5000	
OPR	Kevin Betsworth 705-323-7740 Reg PPR	
PF	C-1,2,3,5	
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
SERVICES	S 1,2,3,4,5	
A/D DATA	Open water mid Apr-Dec. Float plane dock ramp. Ice mid Jan-Mar. Skis and wheels when win conditions permit.	
COMM	ATF tfc 122.8 5NM 3800 ASL	
CAUTION	High terrain E end and S side of lake. Shallow water to seaplane ramp.	

ONTARIO

AERODROME/FACILITY DIRECTORY

SEVERNE BRIDGE ON

CSB7

REF	N44 46 09 W79 24 30 3.2WNW 11°W (2021) UTC-5(4) Elev 755' A5000	
OPR	Kevin Betsworth 705-323-7740 Reg PPR	
PF	C-1,2,3,5	
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
SERVICES	S 1,2,3,4,5	
RWY DATA	Rwy 08/26 2200x75 TURF RCR Opr No win maint. Rwy soft in spring or when wet.	
COMM	ATF tfc 122.8 5NM centred on adj Buck Lake water A/D 3800 ASL	
CAUTION	Trees within 50' of rwy centreline both sides. Trees aprx 60 AGL at Thld 08 and Thld 26. Unmarked p-lines and poles across Rwy 26 apch. Wildlife frequently on rwy.	