

Beeton RC Flyers (BRCF) Rules

Administrative

- 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

A copy of these rules, either electronically or in print, must be available to all RPAS pilots at the flying site. The club will endeavour to print and leave a copy in a weather proof container.

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 any 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 300m x 500m left, right and straight out. Refer to the site flying area map for no-fly zone depictions (See MAP picture) *BRCF field is on the corner of the 15th Side road and the 12th line (15th to the east and the 12th to the south) approx. 600m x 900m. Pits area is setup at the field entrance way where we unload and load our vehicles then we park along the 12th line.*
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.

29. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is Alliston OPP Detachment.

30. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

BRCF operates within 3nm of an aerodrome and a heliport as listed in the CFS and is required to provide all members with the following information:

31. The aerodrome name is Cookstown/Kirby Field (CKF8) and it is located 1.65 nautical miles east of our modelling site.

32. The aerodrome has a grass strip and no winter maintenance. The aerodrome is used by the owner and traffic frequency is very minimal. The arrival/departure paths and circuit patterns do not normally pass over our site. The normal MAAC see and avoid practice is deemed sufficient to ensure we do not interfere with the established traffic pattern.

33. The heliport is Alliston (CPJ2 – registered) and is located 1.79nm northwest of our site. The arrival/departure paths do not pass over our site. The normal MAAC see and avoid practice is deemed sufficient to ensure we do not interfere with the established traffic pattern.

34. There are no CFS RPA procedures and no other CFS PRO comments for either aerodrome that affect our modelling site.

35. In the event of a “fly-away” towards CKF8, you may call the aerodrome operator at 905-729-0747 and advise them of the issue. Our site is in **uncontrolled airspace** so there is no need to notify ATC.

36. BRCF 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 and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.

37. The club executive has contacted the operator (OPR) of CKF8 and CPJ2 , and they have expressed no issues with our RPAS site

38. 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 Beeton. No Night flying is allowed.

39. 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 or use the airhorn in the club house or ring the bell.

b. ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.

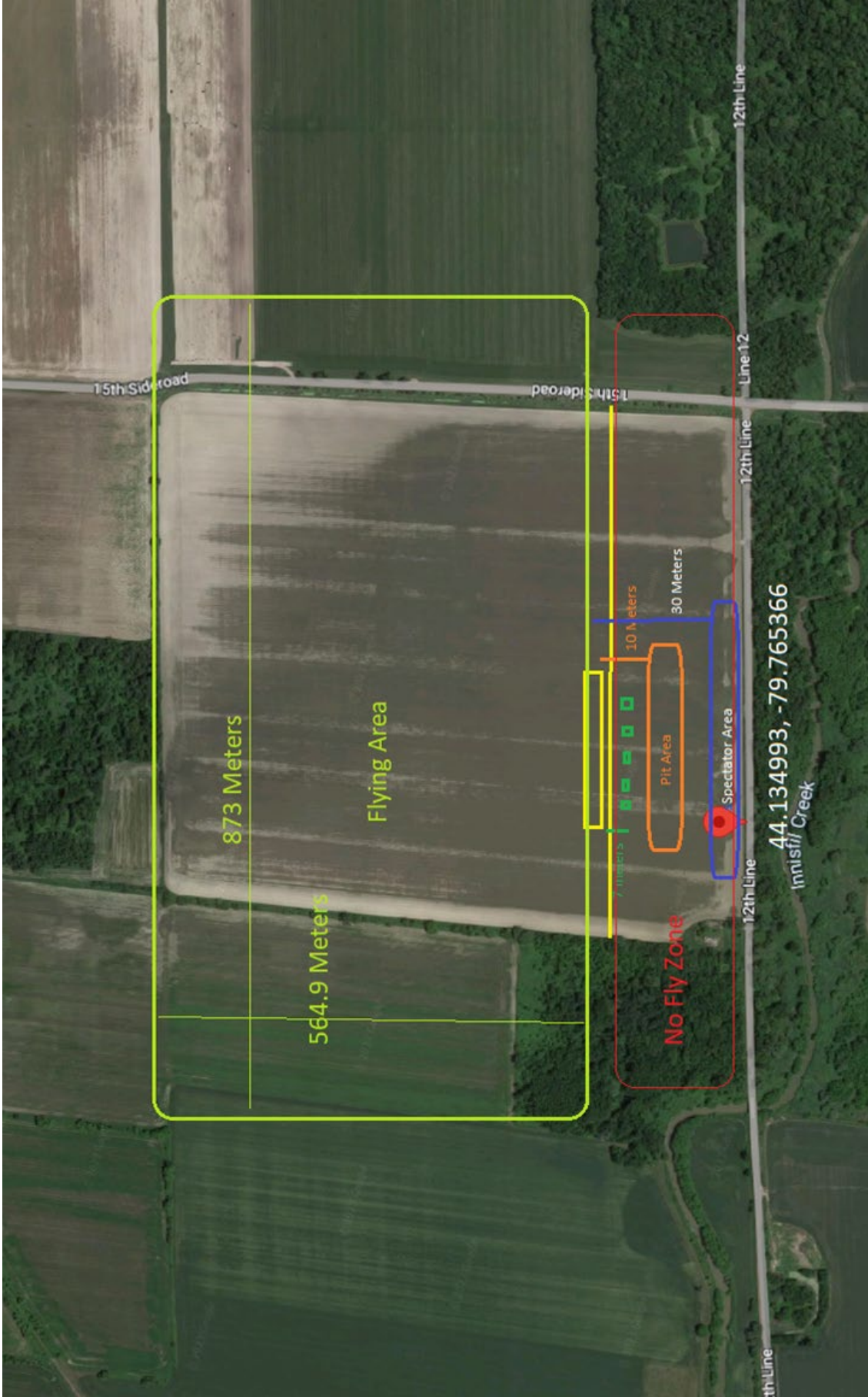
c. When the full-scale airplane is no longer a threat, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.

40. 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.
41. 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.
42. There are no other risk mitigating strategies required at BRCF Club.
43. The Club executive will review these rules at least once a year.

When visual observers are required, the club rules should be something as follows:

1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to local aircraft that occasionally fly off their grass strips that may fly in the vicinity of the BRCF field.
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.





CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 09012 23 February 2023 to 09012 20 April 2023

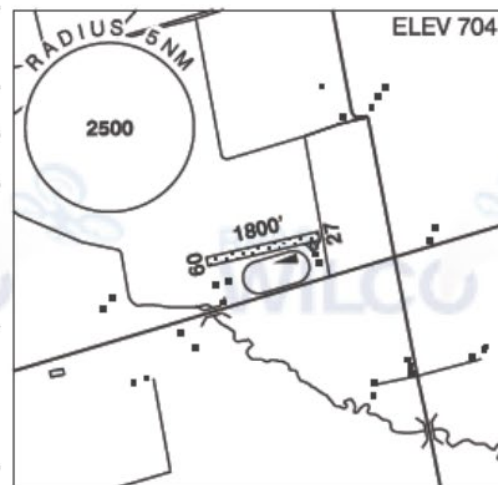
ONTARIO

AERODROME/FACILITY DIRECTORY

COOKSTOWN / KIRBY FIELD ON

CKF8

REF	N44 07 58 W79 43 30 3.2SSW 11°W UTC-5(4) Elev 704' VTA A5000
OPR	G. Kirby 905-729-0747 Reg PPR
PF	C-1 D-3,5,6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 09(088°)/27(268°) 1800x75 GRASS
RCR	Opr No win maint. Rwy may be soft when wet.
COMM	
ATF	tfc 123.2 5NM 3500 ASL
CAUTION	Unlgt'd twr 900 ASL 1NM E





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

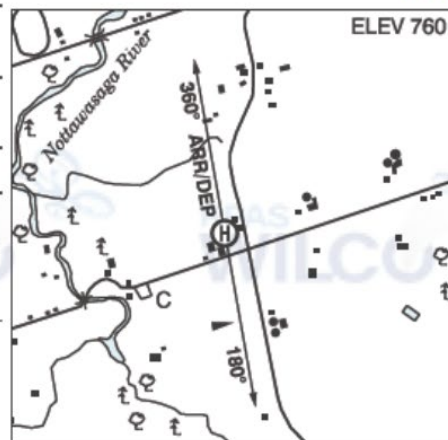
ONTARIO

AERODROME/FACILITY DIRECTORY

ALLISTON ON (Heli)

CPJ2

REF	N44 08 54 W79 48 03 2 3E 10°W UTC-5(4) Elev 760' VTA A5000
OPR	Helitrades Inc. 705-435-4031/4468 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
HELI DATA	FATO 200' x 200' GRASS TLOF 33'X19 CONC Max heli overall length 100'
RCR	Opr
COMM	
ATF	tfc 123.2 5NM 3800 ASL excluding area within Borden 5NM MF area
PRO	Arr/dep 180° & 360° fr heli. Alliston A/D 2.6NM NW.
CAUTION	Hydro pole 30 AGL aprx 41' S of TLOF.



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.

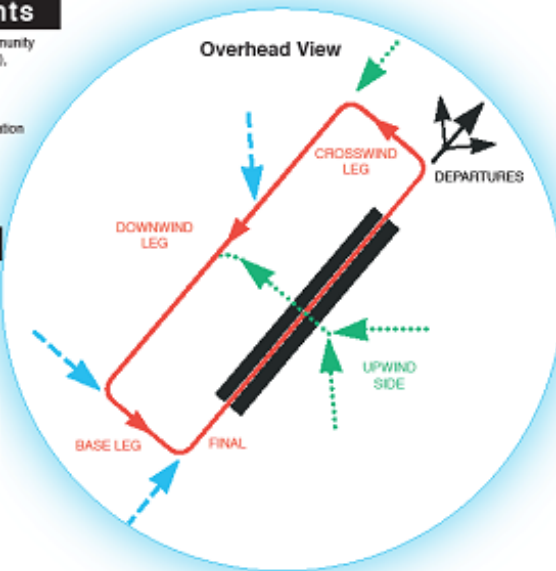
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement (CFS)* for current information.

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)]

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 602.99)

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

Departure: (CAR 602.100)

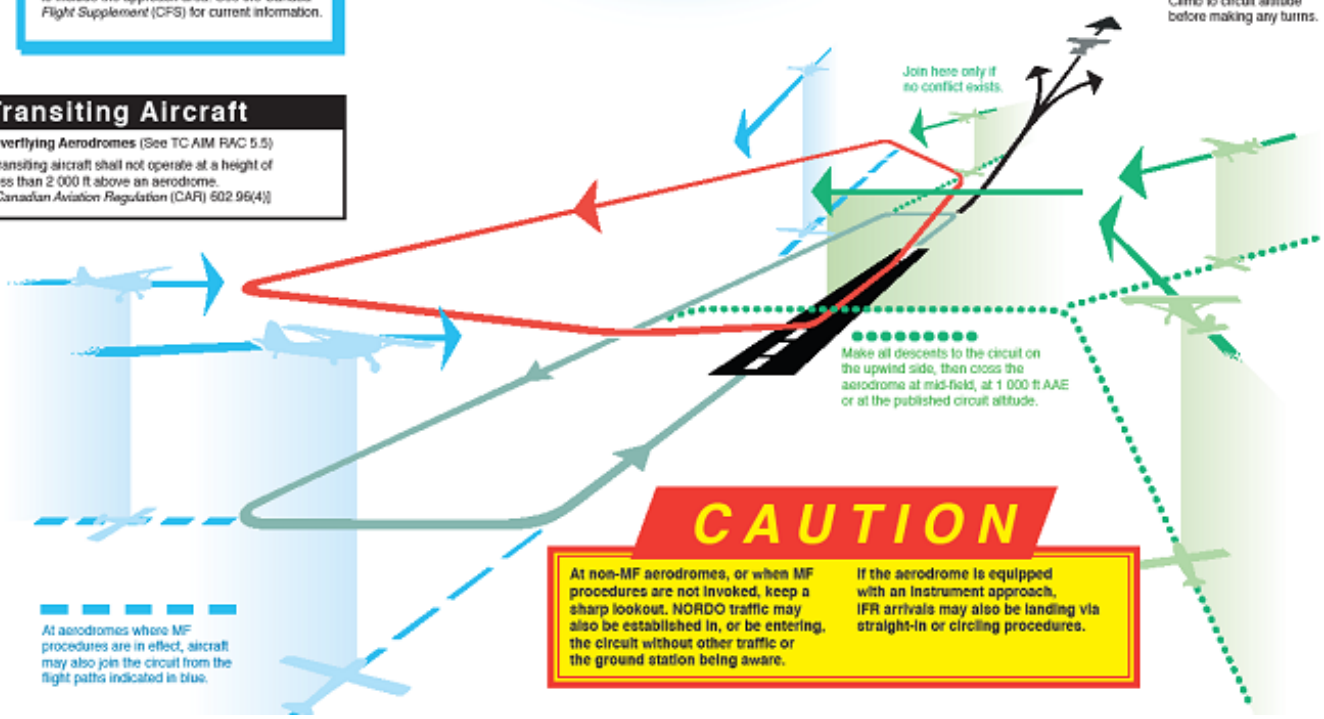
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

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.