

Patricia Region Aero Modelers

1. To use Patricia Region Aero Modelers inc. (AKA PRAM) RC Flying Club property, members must be a current member in good standing of MAAC and have paid their yearly club dues. PRAM site is a MAAC Sanctioned Club. All persons authorized to use the club's sanctioned sites are expected to operate within the applicable areas of the MAAC safety code and applicable sections of the Canadian Air Regulations. (CARs)
2. Dogs must be leashed or contained while active flying commences.
3. These rules are available on onsite. A current printed copy is in the Club House folder.
4. PRAM Flying club allows RPAS, control line, model rocketry, free flight, and surface vehicles.
 - a. A control line circle is being developed onsite referenced by the circle on the map.
 - b. No control line flying will commence while RPAS are in the air, and no RPAS will commence while a control line plane is flying.
 - c. PRAM RC Flying club does not require additional pilot competency or knowledge requirements.
5. PRAM does allow dry camping onsite for a few campers

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 startup stands or similar, located in the startup 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, either north south or east west can be used but away from the sun.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. Our flying area as measured from the center of the pilot stations is a box 1000' left, right and straight out. Refer to the site flying area map for no-fly zone depictions – but members are reminded to stay at least 30m away from the house to the Southeast – per our agreement with the owner.
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 9-11. The civic address is 1350 Johnston rd Oxdrift south of the drive in.

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

PRAM RC Flying Club operates within 3nm of a heliport as listed in the CFS or CWAS and is required to provide all members with the following information:

11. The Heliport name is Dryden Best western heliport CKV3 and it is located 2.7 nautical miles east south east of our modelling site.

12. The Heliport has one helipad for use by Helis coming into or out of Dryden. The Traffic that uses the helipad is light and mostly east, west, north and does not interfere with our flying site.

13. In the event of a “fly-away” towards CKV3, you may call the Heliport operator at 807-323-1460 Mike Readman and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

14. PRAM RC Flying club members should check for CKV3 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.

15. The club executive has contacted the operator (OPR) of CKV3, and they have expressed no issues with our RPAS site.

16. 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 Dryden.

Night flying is not allowed at PRAM RC Flying Club unless your RPA is brightly lit.

17. 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.

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.

18. 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.

19. 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 Mill smokestack 2.3nm ese, flying is normally permitted.

20. There are no other risk mitigating strategies required at PRAM RC Flying Club.

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

If using a spotter for FPV

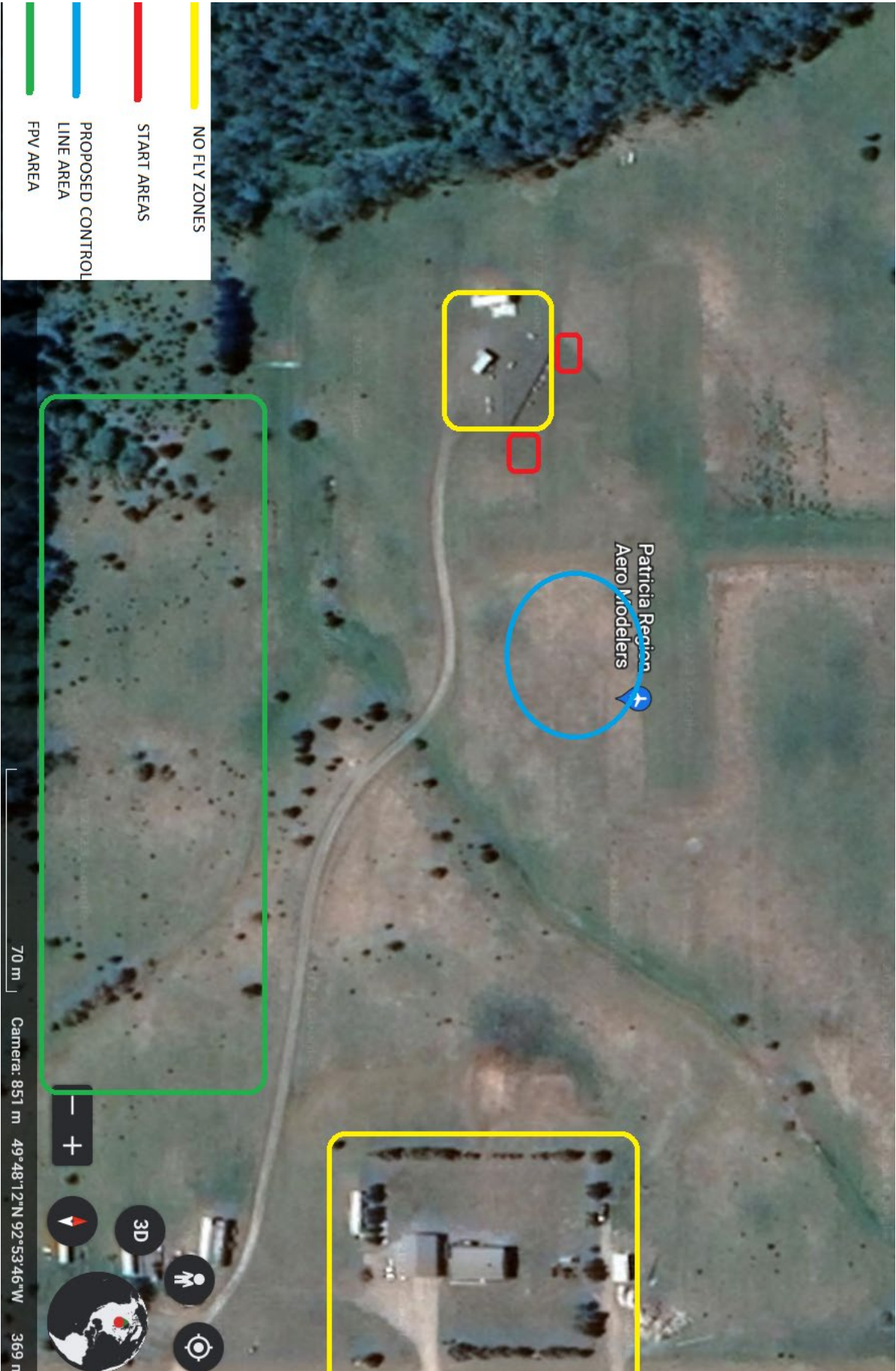
1. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)

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.



NO FLY ZONES

START AREAS

PROPOSED CONTROL
LINE AREA

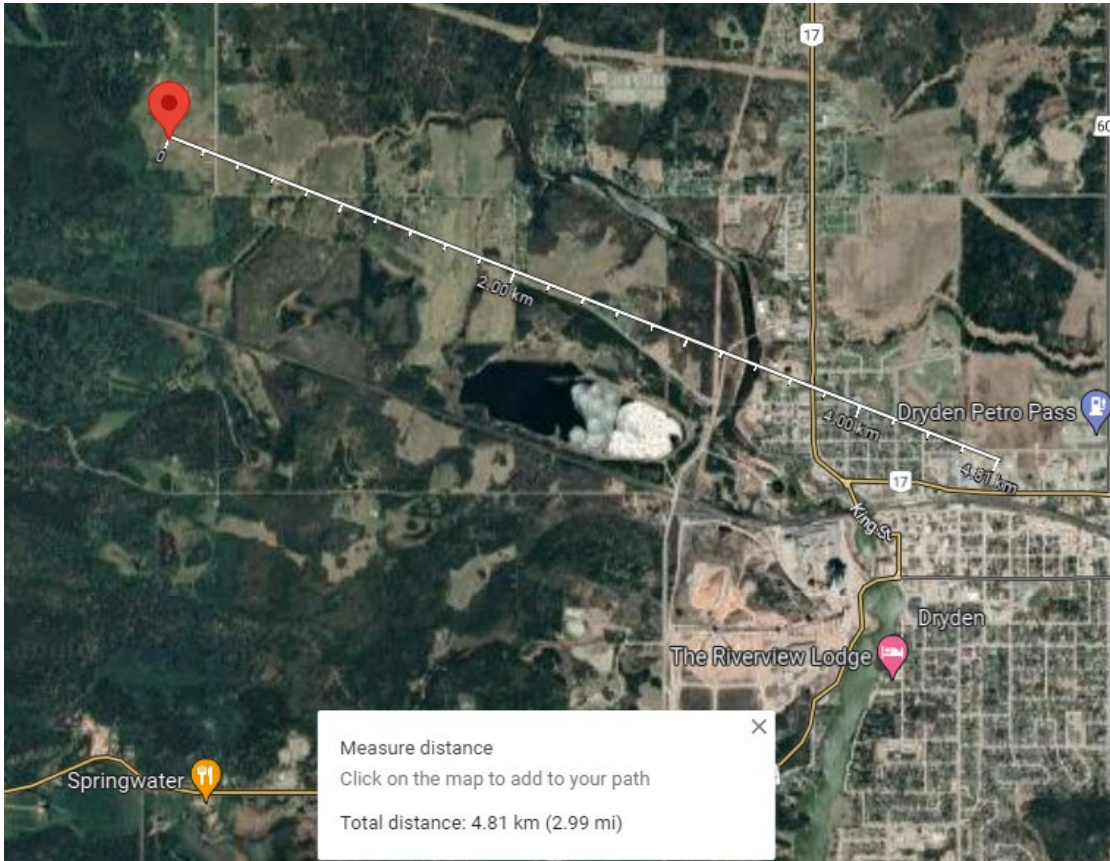
FPV AREA

Patricia Region
Aero Modelers

70 m

Camera: 851 m 49°48'12\"/>

369 m



ONTARIO

AERODROME/FACILITY DIRECTORY

DRYDEN BEST WESTERN ON (Heli)

CKV3

REF	N49 47 W92 50 Adj N 0° UTC-6(5) Elev 1200' aprx A5007	
OPR	Best Western Motor Inn 807-223-3201 Reg PPR	
PF	C-1,2,3,4,5,6	
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
HELI DATA	FATO/TLOF 65' x 65' TURF Safety Area 88' x 88' Max heli overall length 43.5'	
COMM	MF Sioux Lookout rdo 122.1 5NM centred on Dryden Regional A/D 4.5NM NE 4400 ASL (CAR 602.98).	
PRO	Arr/Dep 300° to 070° fr heli, slope 8%	
CAUTION	Smoke stacks N49 46 57 W92 50 44, 365 AGL 1600 ASL 0.5NM W of heli.	

FIELD # 1

