Dunrobin R/C Flyers Rules

Administrative

1. A copy of the current Dunrobin R/C Flyers rules is emailed to all members at the start of the flying season. A copy of the current rules will be kept pinned inside the bulletin board under the sunshade.
2. Pilots must be a member in good standing of MAAC, have at least a Transport Canada Basic pilot certificate, and also be a member of the Dunrobin R/C Flyers or a guest of a member to fly at the club airfield.
3. The club Frequency Board must be utilized prior to turning on a 72 MHz transmitter.
4. The Transmitter Impound must be utilized for all 72 MHz transmitters when they are not in use.
5. Gas turbine powered RPA are not allowed.

Normal Operating Procedures and Club Safety Rules

1. MAAC guidelines and Safety code must always be followed.
2. There is absolutely NO FLYING permitted:
   - over any general area where field workers or farm equipment are actively working, or where people or vehicles are on the road;
   - if there is grass cutting on the flying field (any grassed area in front of the pilot stations) in progress;
   - behind the flight line (which includes the pit, the car parking, and spectator viewing areas).
3. Student pilots are not permitted to operate their airplane/radio equipment at the Dunrobin R/C Flyers field unless an instructor is with them and has confirmed that it is ok.
4. Pilot Etiquette:

   a) Dead stick (engine quit) airplanes have the right of way over all other airplanes.

   b) Landing airplanes have the right of way over departing airplanes.

   c) When others are flying:
   - Pilots shall announce their intention to take-off, land, do a touch & go, or if in a dead stick situation.
   - Pilots controlling airplanes that have landed shall announce when their airplane is clear of the runway.
   - Pilots needing to enter or cross the runway (e.g., to retrieve an aircraft) shall obtain permission to enter the runway from those flying and shall announce when they are clear of the runway.
5. There is no taxiing permitted in the PIT area. After landing, engines are to be turned off when the airplane is clear of the runway and prior to entering the PIT area.
6. Unaccompanied spectators (e.g., any observer who is not a club member, unless invited) must stay out of the PIT area.
7. Breaking-in of engines in the PIT area is not permitted.
8. Model assembly can be done in the parking area, the designated pit area, or under the sunshade, as appropriate.
9. Batteries shall not be connected to electric models unless the model is appropriately restrained.
10. Gas/glow models must be appropriately restrained when started. 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 in the agreed upon direction.
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 Our flying area, as measured from the center of the pilot stations, is a box 1500 feet left, right and straight out. Refer to the site flying area map for no-fly zone depictions.

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

15 A fire extinguisher is located in the sunshade area.

16 If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 3512 Dunrobin Road, Woodlawn (Ottawa), Ontario. This address is posted in the bulletin board.

17 Pilots may fly in formation provided they agree to do so. The number of airborne RPA is limited to 4, but less is preferred.

18 Dunrobin R/C Flyers operates within 3NM of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

- The aerodrome name is 'Parti Field' (CPF3) and it is located 1.7 nautical miles south-east of our modelling site.
- The aerodrome consists of 2 short grass strips, one approximately 1800 feet in length parallel to Vances Side Road and one approximately 1600 feet perpendicular to Vances Side Road. The traffic pattern does not approach our flying site. The normal MAAC "see and avoid" practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations. There are no other CFS RPA procedures or CFS PRO comments that affect our modelling site.
- We have contacted the aerodrome operator, Varun Parti, and he has no issues with our modelling activities. He was contacted on March 26, 2023.
- In the event of a "fly-away" towards 'Parti Field' (CPF3), you may call the aerodrome operator, Varun Parti, at 613-601-8584 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

19 Dunrobin R/C Flyers members should check for a 'Parti field' (CPF3) NOTAM using the NAV CANADA NOTAM portal, the 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. The MAAC site has a page describing the RPAS Wilco application - https://www.maac.ca/en/identifying_your_airspace.php.

20 Except for appropriately prepared RPAs, no flying will commence until half an hour after sunrise and will end a half hour before sunset. Night flying is allowed at the Dunrobin R/C Flyers field if your RPA is brightly lit.

- The sunrise and sunset times are available from the Weather Network or similar apps, or from webpages such as https://weather.gc.ca/city/pages/on-118_metric_e.html.

21 Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:

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

22 If there is any type of a 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:

- 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, and submit a copy of the form to the club executive when able. Note that you must keep this form for one year (CAR901.49 (2)). Resume flying when done.

- If the member or Club executive deems the event to be serious, flying will not resume until members are given permission by the Club executive, in writing.
- If there is actual contact between an aircraft and a MAAC RPAS – **ALL FLYING** will cease until MAAC confirms we may resume operations.
- This process is for **your** protection.

23 No RPA or other model aircraft flying will occur below the Club-mandated weather minimum:

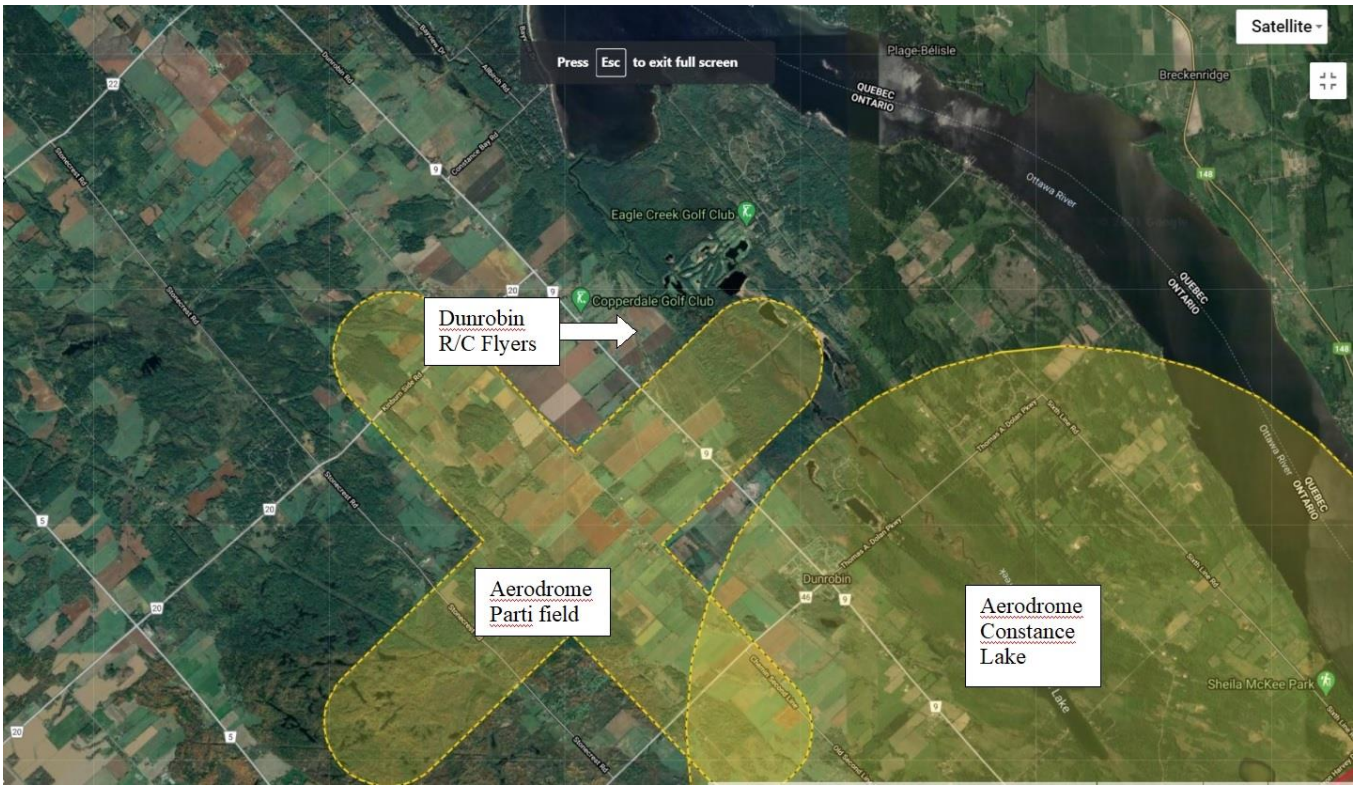
- if cloud is present below 1000' above the model flying area
- a horizontal visibility requirement of less than 3 miles around the flying area, and
- if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

24 There are no other risk mitigating strategies required at Dunrobin R/C Flyers field.

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

Approved by the Club Executive:

Sean O'Keefe, President
Michel Portugais, Secretary/Treasurer
David McMullen, Field Manager



Nearest Aerodromes & Distance from Dunrobin R/C Flyers field

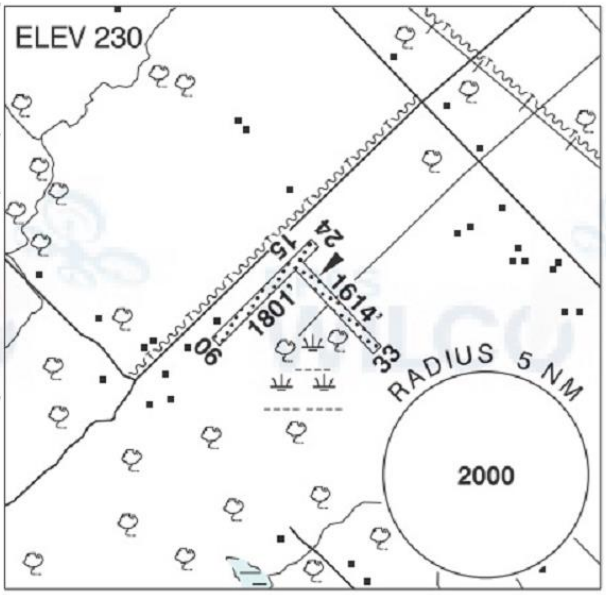
PARTI FIELD (CPF3 - AERODROME - Reg) Lat: 45.427 Long: -76.067 3.222 KM 1.74 NM
CONSTANCE LAKE (CNQ5 - WATERDROME - Reg) Lat: 45.403 Long: -75.976 8.367 KM 4.52 NM
CARP (CYRP - AERODROME - Cert) Lat: 45.322 Long: -76.022 14.949 KM 8.07 NM


Flying area perimeter is approximately 3000 feet wide X 1500 feet deep
No fly line is 9 metres North of safety barrier extending horizon to horizon


Parking area starts 30 metres from safety barrier
Quarter scale & larger
pit and taxiing area
Pit area 4 metres from safety barrier
Pilot area immediately behind safety barrier
Safety barrier – 1 metre high chain link fence
No-fly line 9 metres North of safety barrier – horizon to horizon
Flying is only on this side of no-fly line
NORTH

DUNROBIN / PARTI FIELD ON CPF3

REF	N45 25 37 W76 04 04 2WNW 13°W (2015) UTC-5(4) Elev 230' A1905 A5000 A5002
OPR	Varun Parti 613-601-8584 Reg PPR
FLT PLN **FIC**	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
RWY DATA	Rwy 06(059°)/24(239°) 1801x25 GRASS Rwy 15(150°)/33(330°) 1614x25 GRASS
RCR	Opr No win maint
COMM	
ATF	tfc 123.2 4NM 3200 ASL
CAUTION	4NM ESE of CNQ5. P-lines parallel to rwy along road. 300 ASL ridge at end of Rwy 24. Fence at end of Rwy 06.



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

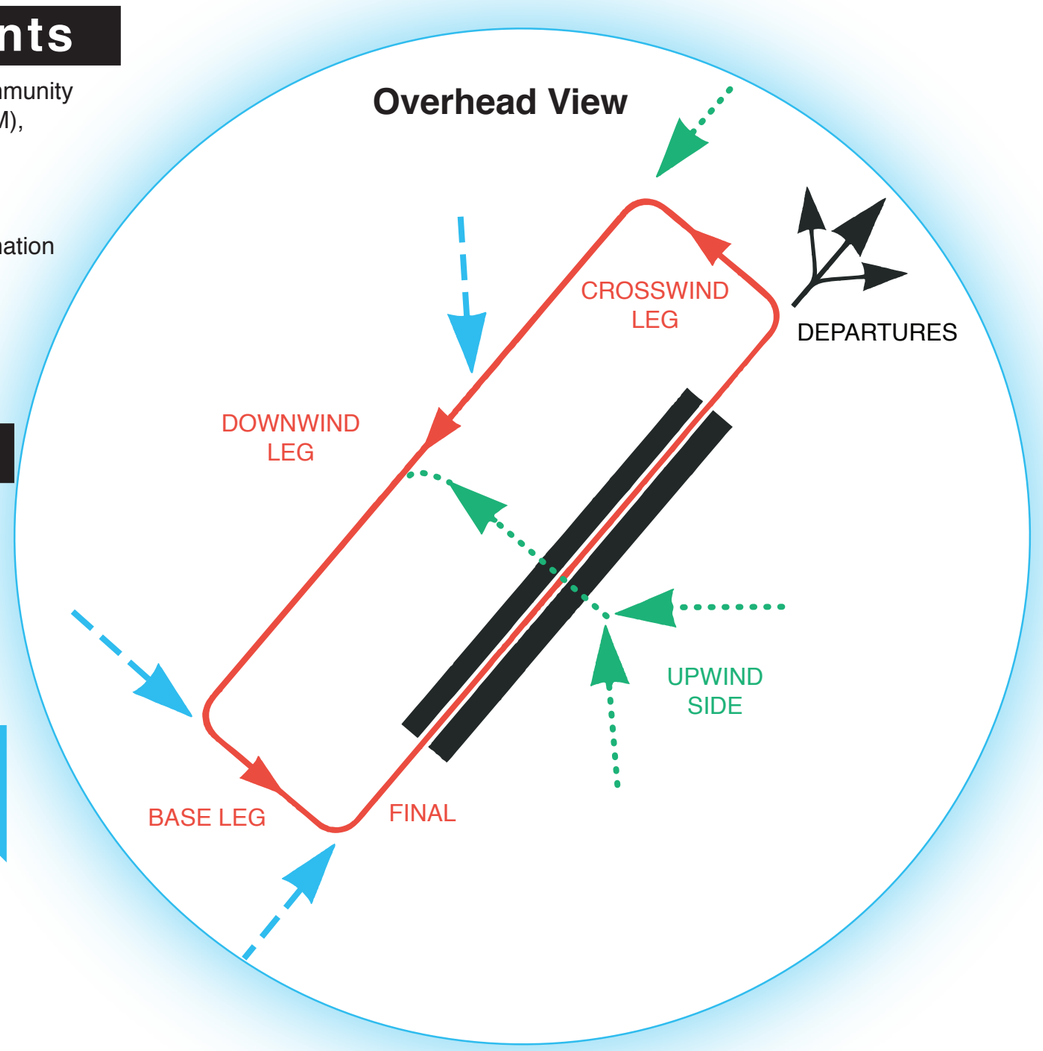
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

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)

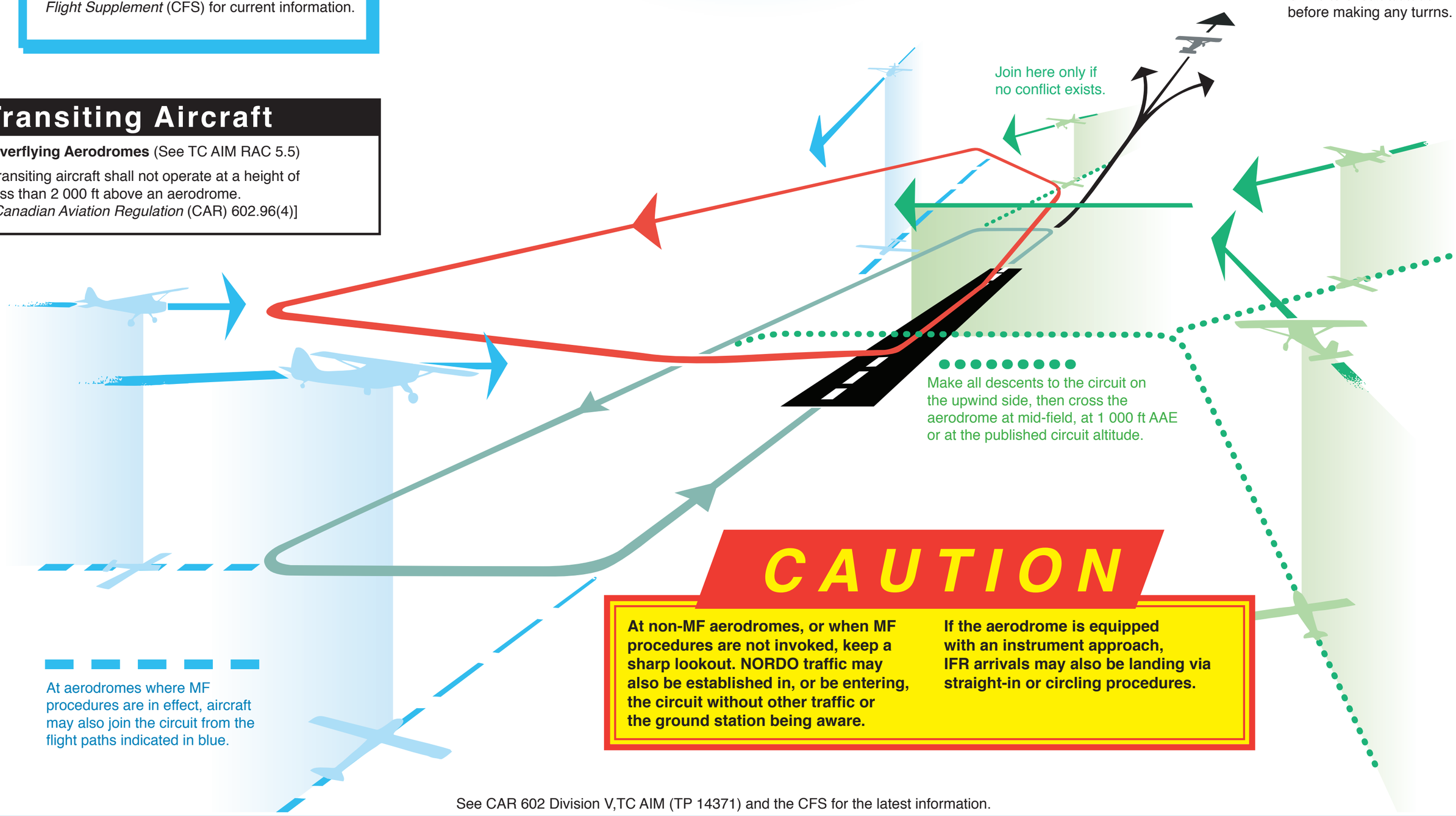
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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 turrns.



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)

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Canada