



## Field and Safety Guidelines

### 1. General Field Rules:

- 1.1. A copy of the club rules is kept in the filing cabinet in the container. Members are encouraged to bring their own copy, either printed or electronic, to the field with them along with any other required documentation.
- 1.2. All Members and Guests will comply with the current MAAC field Safety Code and CARS Part IX.
- 1.3. All Pilots must have a current MAAC membership.
- 1.4. Guest pilots must be accompanied by a Member in good standing. Guests may fly up to three times per year. The club reserves the right to verify a visitor's competency prior to flying.
- 1.5. Junior members under 16 years of age must be accompanied by an adult member or parent / guardian.
- 1.6. Flying Hours: 7 days a week, 8am until dusk. No internal combustion engines before 9am Monday through Saturday, Sundays 11am. Night flying is allowed provided the aircraft is equipped with position lights sufficient to allow the aircraft to be visible to the pilot and any visual observer, and those lights are turned on.
- 1.7. Vehicles are to be parked in the designated parking area only.
- 1.8. All non 2.4 GHz transmitters must have a frequency pin on the frequency control board when they are on the flight line. Frequency pins shall show the Member's Name and Channel Number and the pin shall be of a size that does not block adjacent channels.

### 2. Safety:

- 2.1. Make yourself aware of what is going on around you at all times! Watch out for mechanical and human error and give yourself time react to avoid injury.
- 2.2. Aircraft shall be restrained while being started or run in the pits. Adjustments of the needle valve and removal of the glow igniter should be made from behind the propeller.
- 2.3. No taxiing in the pits is allowed. Aircraft must be carried or pushed beyond safety fence for takeoff. If required, please ask another club member for assistance in moving your

plane or transmitter to the flight line. After landing, stop the engine before reaching the safety fence.

- 2.4. When multiple aircraft are airborne, aircraft at lower altitudes should fly a standard circuit to minimize the risk of midair collisions. Spotters are also recommended.
- 2.5. Pilots shall clearly announce their intentions to other fliers (e.g. on the field, taxiing out, takeoff, landing, dead stick, low pass).
- 2.6. When stepping up to a more advanced aircraft than the pilot is accustomed to flying, it is recommended that the pilot seek assistance from an instructor.
- 2.7. After takeoff, pilots shall stand behind the safety fence.
- 2.8. Pilots should not fly when a new or repaired aircraft is being test flown. It is the test pilot's responsibility to announce a test flight.
- 2.9. Our flying area is "L" shaped box with the center of the pilot stations ( $43^{\circ} 41' 44.28''\text{N}$   $80^{\circ} 20' 25.36''\text{W}$ ) located at the inner corner of the "L". Dimensions are as illustrated on the field map below. The No-Fly zone illustrated on the site map below shall not be violated under any circumstances.

The civic address is 6245 Jones Baseline, Fergus, ON N1M 2W5. We are located towards the rear of the property approximately 1200' from the road.





### 3. Students:

- 3.1. Student pilots have the right of way.
- 3.2. Student pilots shall not fly internal combustion powered or larger electric aircraft without an instructor or qualified member standing beside him/her.
- 3.3. Student pilots may fly park flyer class electric models solo with the approval of an instructor.
4. The most important rule is that we enjoy the hobby safely and the friendship of being with others that enjoy the same interest.
5. The Fergus Model Flyers Inc. club operates within 3 nautical miles of 2 aerodromes as listed in the Canadian Flight Supplement (CFS) and Canada Water Aerodrome Supplement (CWAS) and is required to provide all members with the following information:
  - 5.1. Vodarek Field (CVF2) is located 2.77 nautical miles NE.

The aerodrome has a single grass runway. The club field is located well outside the typical circuit and historically there have been no obvious full-scale traffic operations from Vodarek Field in the vicinity of the club flying field.

The club executive has contacted the operator (OPR) of Vodarek Field, and they have expressed no issues with our remotely piloted aircraft system (RPAS) site.

In the event of a “fly-away” towards Vodarek Field, you may call the aerodrome operator, Tom Vodarek at 519-843-6515 and advise them of the issue.

- 5.2. Fergus (Groves Community Memorial Hospital) (CPB2) is located 2.4 nautical miles NW. This is a hospital helipad used by medevac helicopters. There are no helicopters based at the site. No helicopter traffic operating from Groves Community Memorial Hospital has been observed in the area of the field.

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

In the event of a “fly-away” towards CPB2, you may call the aerodrome operator 519-843-2010 and advise them of the issue.

- 5.3. There are no CFS RPA procedures and no other CFS PRO (procedures) comments for either aerodrome that affect our modelling site.

Our site is in uncontrolled airspace so there is no need to notify ATC in the event of a flyaway.

Normal MAAC "see and avoid" practices are determined to be sufficient to ensure our flying does not interfere with aircraft operations from any local aerodrome.

- 5.4. All club members should check for CVF2 and CPB2 related NOTAM either using the NAV CANADA NOTAM portal (<https://plan.navcanada.ca/wxrecall/>), 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.
- 5.5. Visual observers and MAAC “spotters” are optional at our site. Normal MAAC and club "see and avoid" procedures are sufficient. 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”.
  - 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.
  - Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum.



5.6. 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.

This process is for your protection.

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

- a. if there are any obscuring conditions (cloud, ceiling, fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

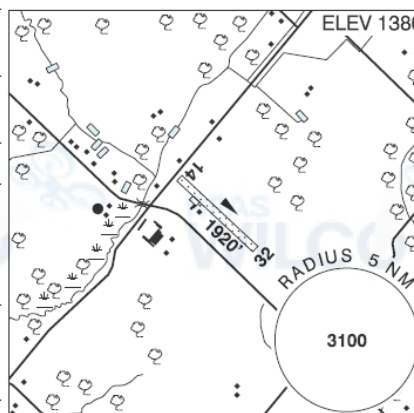
5.8. There are no other risk mitigating strategies required.

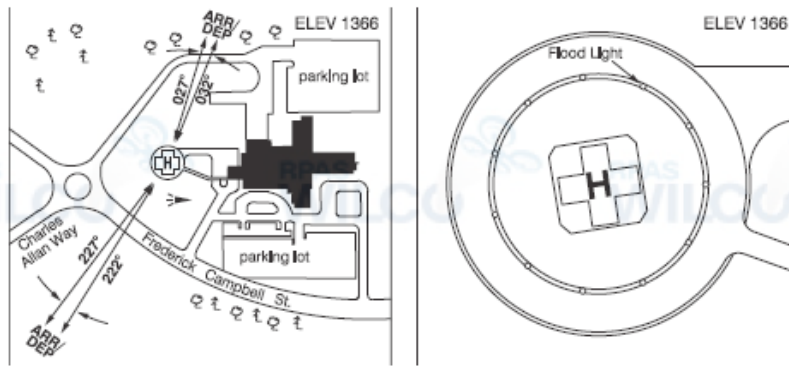
5.9. The Club executive will review these rules at least once a year.

#### FERGUS (VODAREK FIELD) ON

<b>REF</b>	N43 43 23 W80 17 21 4ENE 10°W UTC-5(4) Elev 1380' VTA A5000
<b>OPR</b>	Tom Vodarek 519-843-6515 Reg PPR
<b>PF</b>	B-1 C-2,3,4,5 D-6
<b>FLT PLN</b>	<b>FIC</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>RWY DATA</b>	Rwy 14(143°)/32(323°) 1920x60 turf <b>RCR</b> Opr May-Oct. Ltd hrs. No win maint. Rwy soft in spring.
<b>COMM</b>	<b>ATF</b> tfc 123.2 2NM 4400 ASL
<b>PRO</b>	Rgt hand circuits Rwy 14 (CAR 602.96)
<b>CAUTION</b>	Trees 40 AGL at Thld 14. Wildlife in vic of rwy.

CVF2



**FERGUS (GROVES MEM COMMUNITY HOSP) ON (Heli)**
**CPB2**


<b>REF</b>	N43 41 51 W80 23 42 Adj WSW 10°W UTC-5(4) Elev 1366' VTA A5000
<b>OPR</b>	Groves Mem Community Hosp 519-843-2010 Cert PPR
<b>FLT PLN</b>	
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
<b>HELI DATA</b>	FATO/TLOF 82'dia ASPH/CONC Safety Area 110' dia Max heli overall length 54.6'
<b>LIGHTING</b>	RY(LO) RF(LO)
<b>PRO</b>	Arr/dep 027° to 032° fr heli (H1), day/night use. Arr/dep 222° to 227° fr heli (H1), day/night use.

# 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 (ROONLY) 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.

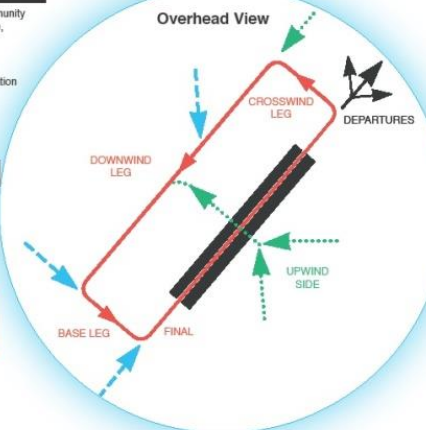
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

## 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)

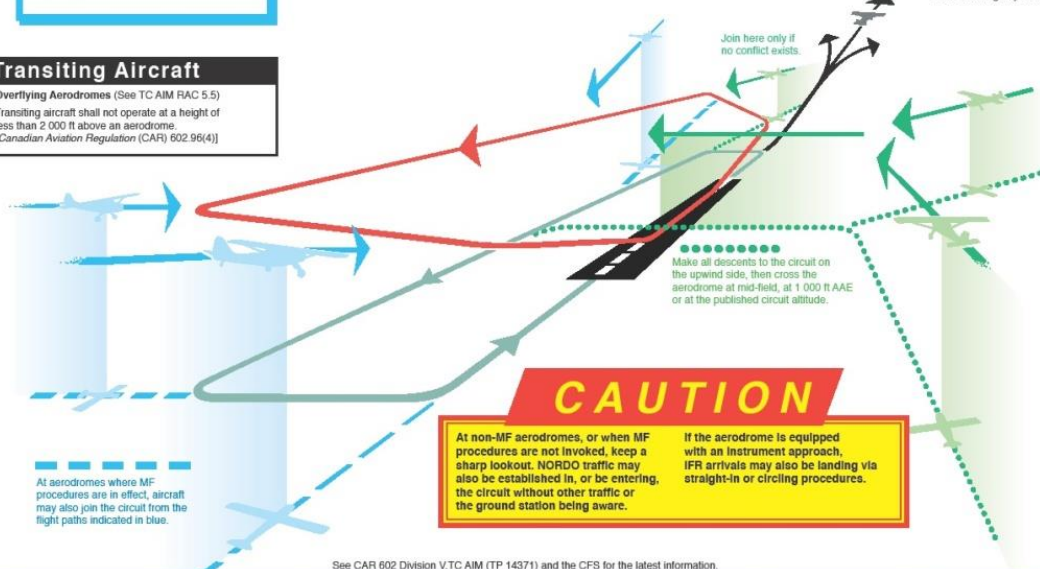
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.



See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.