



Morinville Radio Control Flyers Rules

Administrative

1. Rules / Authority to Enforce

- 1.1. Members of the Morinville Radio Control Flyers (MRCF) Club have the authority to enforce these rules.
- 1.2. These rules will be provided to each member that wishes to join the Club. A copy of these rules, in printed or electronic form, can be obtained from the Club Executive. RPAS pilots must have access to these rules available to them while at the site. The club will endeavor to make a printed copy available at the site.
- 1.3. All members are obliged to advise the offender of an infraction. Members must report all serious rule violations to the Club Executive. It is a rule violation not to report a violation.
- 1.4. Field rules are necessary in order to ensure the continued availability of a flying field. These rules apply to all members and guests.
- 1.5. Persons who break the rules are showing a lack of concern and consideration for other members, as well as risking embarrassment and legal liability to themselves.
- 1.6. All members are responsible to be familiar with the rules and to see that their guests are also informed.
- 1.7. **Any member who breaks the rules may, at the discretion of the Club Executive, be expelled from the Club with no refund of dues.**

2. Qualifications to Fly

- 2.1. All persons flying at the field must have a current and valid Model Aeronautics Association of Canada (MAAC) membership card and at a minimum, a Basic Pilot Certificate as required by section 901.54 (1) of the [Canadian Aviation Regulations \(CAR\) Part IX](#).
- 2.2. All remotely piloted aircraft (RPA) must be registered as required by the [CAR Part IX](#). Each RPA flown must:
 - 2.2.1. be registered as required by section 901.02, and
 - 2.2.2. have the registration clearly visible on the RPA as required by section 901.03
- 2.3. To use MRCF Club property, members must be a current member of good standing with MAAC, and have paid their yearly MRCF Club dues.
- 2.4. Only MRCF members may use the field. Out-of-town guests who qualify under 2.1 and 2.2 above may be allowed to fly under the sponsorship and supervision of a MRCF member.
- 2.5. Inexperienced pilots must be accompanied by a "Wings" instructor in all flights until they have passed the basic "Wings Program" test.

3. Frequency Control

- 3.1. All persons shall observe the rules of frequency control system(s) in use.
- 3.2. Properly colored frequency flags or ribbons must be displayed on all transmitters at the field that do not use the 2.4 GHz radio frequency.
- 3.3. When more than one person is waiting to fly on a given frequency, turns are to be taken by establishing a waiting list. When more than one person is waiting on the same frequency, the maximum flight time allowed is twelve (12) minutes.

3.4. Anyone causing a crash through interference with a person who rightfully has the frequency will be held responsible for the damage caused and must replace, repair, or pay for the damage. The MRCF Executive Committee will decide on responsibility in all such cases. The Committee's decision is final.

4. Engines and Mufflers

4.1. All engines over .051 cu. in. (0.8 cc) must be equipped with a muffler which effectively muffles the sound of the engines.

5. Parking / Spectators

5.1. All vehicles are restricted to designated parking areas.

5.2. Children are not permitted on the flying field forward of the Pit Area and must be supervised at all times.

5.3. Animals must be leashed and not allowed on the flying field or the Pit Area.

5.4. Trees, shrubs and fences must not be damaged. Remember, we are on private property.

6. General

6.1. All pilots must take full safety precautions whenever flying or preparing to fly.

6.2. All members are responsible to see that litter is immediately cleaned up and all areas kept clean, including crashed planes and other RPA.

6.3. U-control or free-flight is not permitted at the field unless specifically authorized by the Executive.

7. Field Entrance

7.1. Each paid-up member will be issued a MRCF membership card and the combination to lock the gate.

7.2. The combination will be changed at the beginning of each year and the new combination will be issued upon receipt of a completed and signed MRCF membership form and Club fees.

8. Alcohol

8.1. Absolutely no alcoholic beverages are to be consumed until the member has finished flying for the day.

9. Lawn Cutting

9.1. The lawn mower and farm equipment have priority in the field at all times.

10. Flying Times

10.1. Fuel powered flying is not allowed before 10:00 am.

11. Rule Compliance

11.1. All flyers must comply with MRCF field rules and [MAAC Safety Code Rules](#).

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated Pit Area.
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 may be started in the Pit Area for preparation of flight but must be restrained. Extended running of engines in the pit area is not permitted.
4. The model must be carried from the Pit Area to the Active Flight Line. Taxiing in to or out of the Pit Area is forbidden.
5. 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.
6. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
7. Our normal flying area, as measured from the center of the pilot stations is a box 1050 feet (320 meters) left, 600 feet (180 meters) right and 725 feet (220 meters) straight out. Refer to the site Flying Area Map for No-Fly Zone depictions.
8. In the event of a direct north wind, all pilots shall use the extreme west end of the field and flying a left-hand circuit only.
9. No aircraft shall be flown over the following areas:
 - a. pit and pilot standing areas,
 - b. parking or public observation areas,
 - c. within or over Range Road 261, or
 - d. any other areas that could cause damage or injury to property or persons.
10. All low passes must be beyond the center of the field, otherwise flying over the in-field is restricted to over 100 feet.
11. Aircraft are not to be flown directly at or toward the pit or observation areas at any time. Radio or component failure could result in the RPA crashing in these areas.
12. Pilots are required to stand directly in front of the Pit Area while flying. Standing in the Pit Area or in the Flying Area is not permitted. A pilot is not permitted to fly between himself and the Pit or Spectator Area.
13. Landing aircraft have the right-of-way, but it is up to the landing pilot to warn of his approach.
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 must be present for all powered RPA operation.
16. If there is an accident requiring emergency services, cellular service is adequate to call 911.
17. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

The Morinville Radio Control Flyers Club operates within 3 nautical miles (nm) of an aerodrome as listed in the Canada Flight Supplement (CFS) or Canada Water Aerodrome Supplement (CWAS) and is required to provide all members with the following information:

18. The aerodrome name is Currie Field (CCF6) and it is located 2.36 nm north northwest of our modelling site.
19. The aerodrome has one grass runway and is home to ultralight aircraft.
20. Our modelling site is well clear of the ultralight traffic pattern, however from time to time, aircraft may pass in the general vicinity of our site.
21. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. A CFS caution for the Currie Field states that model aircraft activity from April 1 – October 30.
22. In the event of a “fly-away” towards Currie Field, you may call the aerodrome operator (Scott Currie) at 780-918-5242 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
23. MRCF club members should check for any flying restrictions to operations near the Currie Field related Notice to Air Missions (NOTAM) either using the [NAV CANADA NOTAM](#) portal or using [RPAS Wilco](#) or similar app. 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.
24. The Club Executive has contacted the operator (OPR) of Currie Field, and they have expressed no issues with our RPAS site.
25. 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 Morinville. Night flying is not allowed at MRCF unless your RPA is brightly lit.
26. 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.
 - 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.
27. 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.
28. No RPA or other model aircraft flying will occur below the MRCF mandated weather minimum:
- a. If cloud is present below 1000 feet above the model flying area,
 - b. a horizontal visibility requirement of less than 3 nm around the flying area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
29. There are no other risk mitigating strategies required at MRCF.
30. The Club Executive will review these rules at least once a year.

ALBERTA

AERODROME/FACILITY DIRECTORY

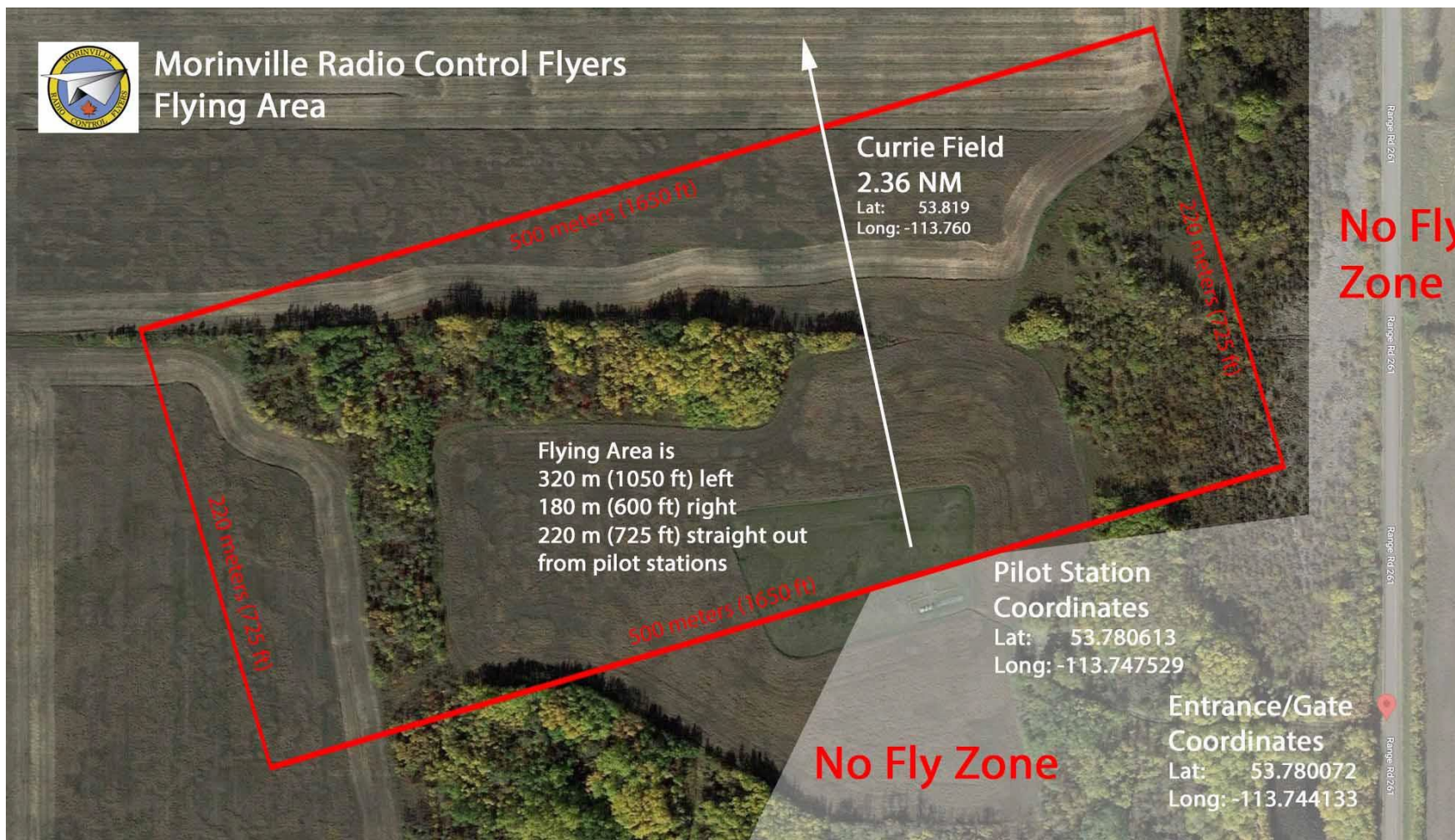
EDMONTON / MORINVILLE (CURRIE FIELD) AB

CCF6

REF	N53 49 11 W113 45 39 4WNW 15°E (2012) UTC-7(6) Elev 2374' VTA A5015	
OPR	Scott Currie 780-918-5242 Reg	
PF	B-1 C-2,3,4,5	
FLT PLN FIC	Edmonton FIC 780-890-8386 or Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
RWY DATA RCR	Rwy 07(074°)/25(254°) 1675x 80 turf Opr Ltd win maint	
COMM ATF	tfc 123.2 5NM 4600 ASL	
PRO	Edmonton Intl Class C airspace 4600 ASL and above overlies A/D. TRANSPONDER MANDATORY - Acft operating in Edmonton Class C require a discrete transponder code which may be obtained by filing a flt pln or ctc 888-358-7526 at least 30 min prior to entering.	
CAUTION	Single p-line W of area. Model acft activity Apr 01-Oct 30.	

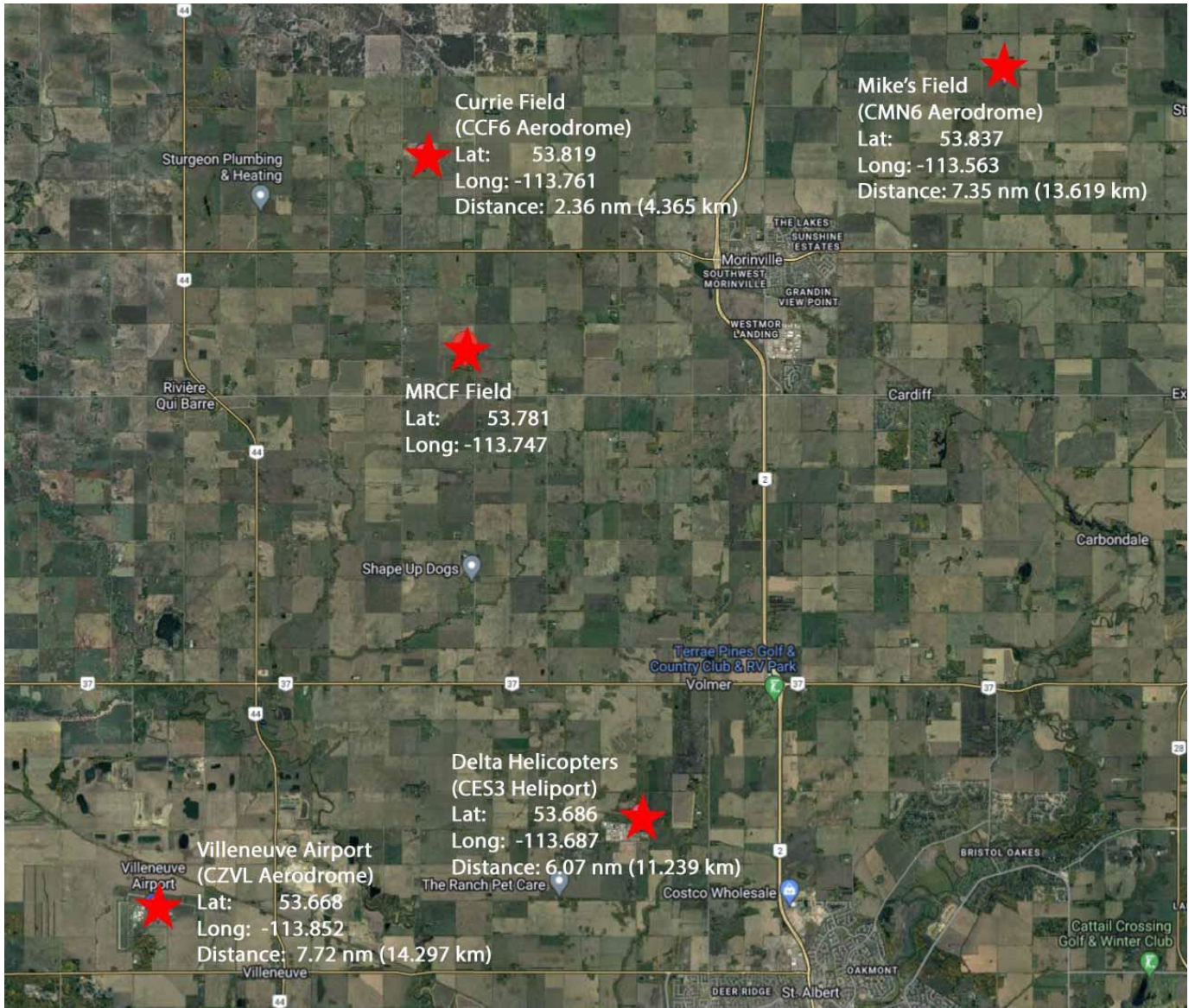


Morinville Radio Control Flyers Flying Area





Morinville Radio Control Flyers Aerodrome Locations

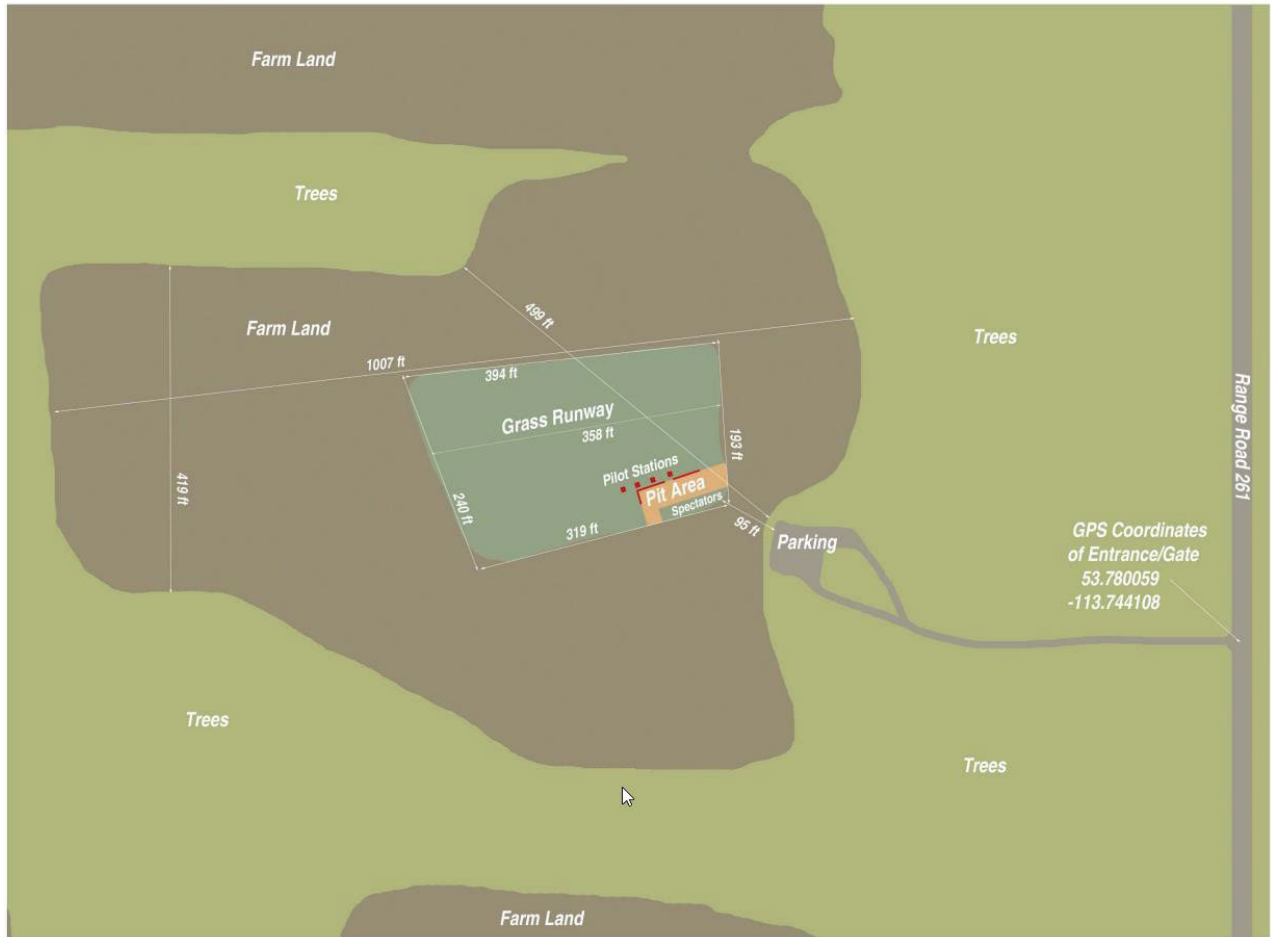


Nearest Aerodromes & Distance from Operation

MORINVILLE (CURRIE FIELD) (CCF6	AERODROME	Reg)	Lat: 53.819	Long: 113.761	4.365 KM	2.36 NM
MORINVILLE (MIKE'S FIELD) (CMN6	AERODROME	Reg)	Lat: 53.837	Long: 113.563	13.619 KM	7.35 NM
VILLENEUVE (CZVL	AERODROME	Cert)	Lat: 53.668	Long: 113.852	14.297 KM	7.72 NM
ST. ALBERT (DELTA HELICOPTERS) (CES3	HELIPORT	Cert)	Lat: 53.686	Long: 113.687	11.239 KM	6.07 NM



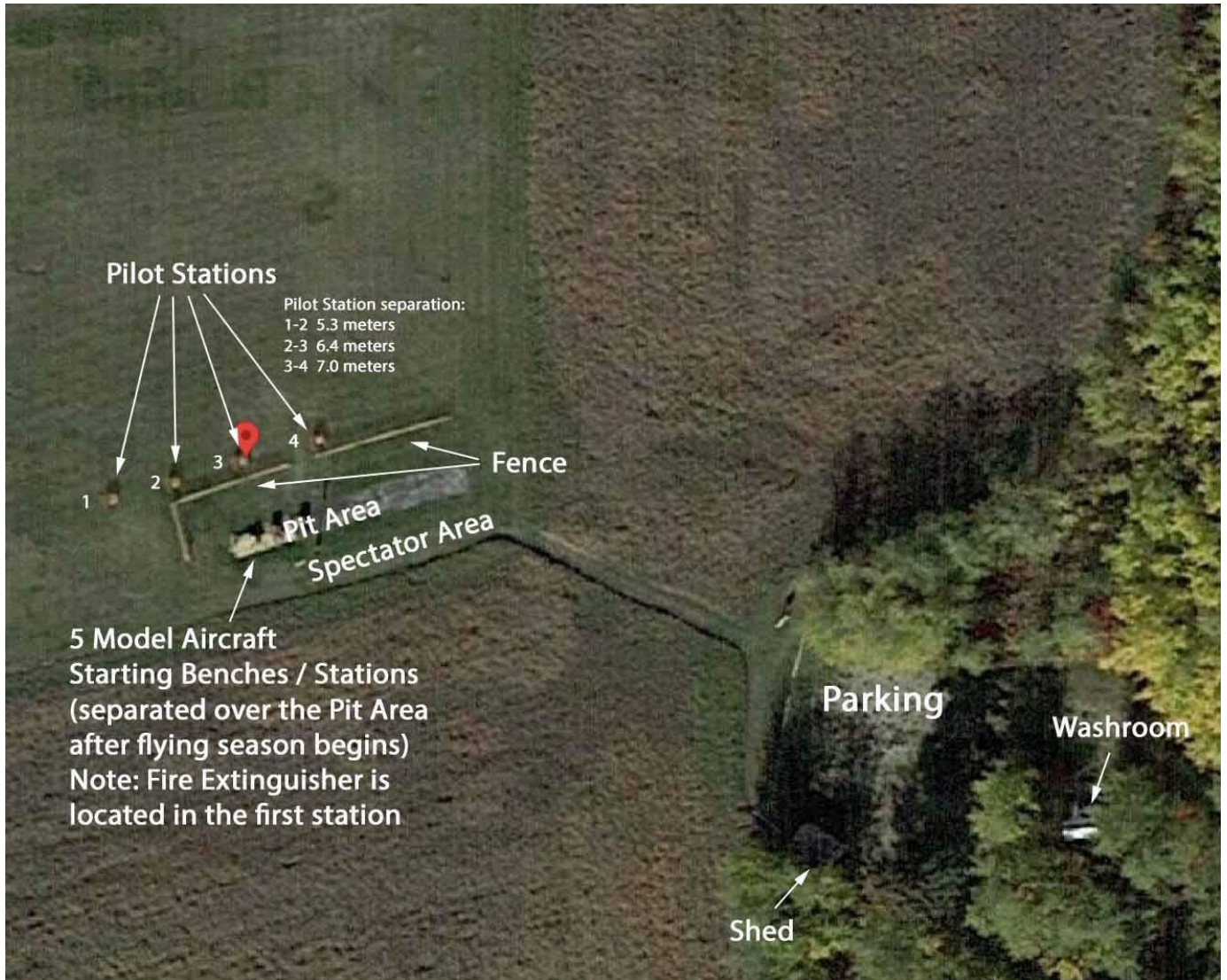
Morinville Radio Control Flyers Field Dimensions



Morinville Radio Control Flyers



Morinville Radio Control Flyers Pit and Parking Area





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) FAC 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.

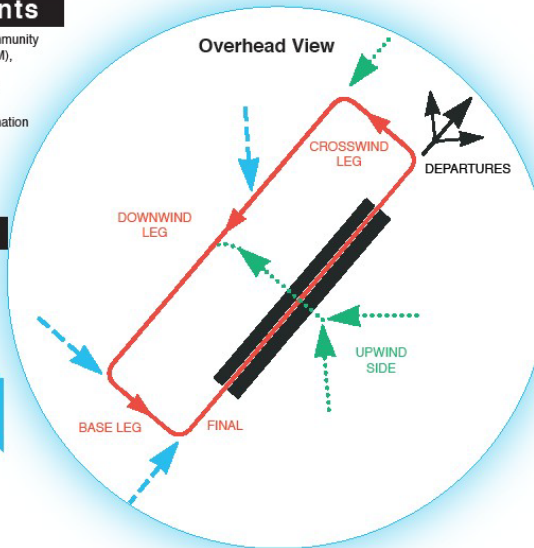
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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

Overlying Aerodromes (See TC AIM FAC 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)

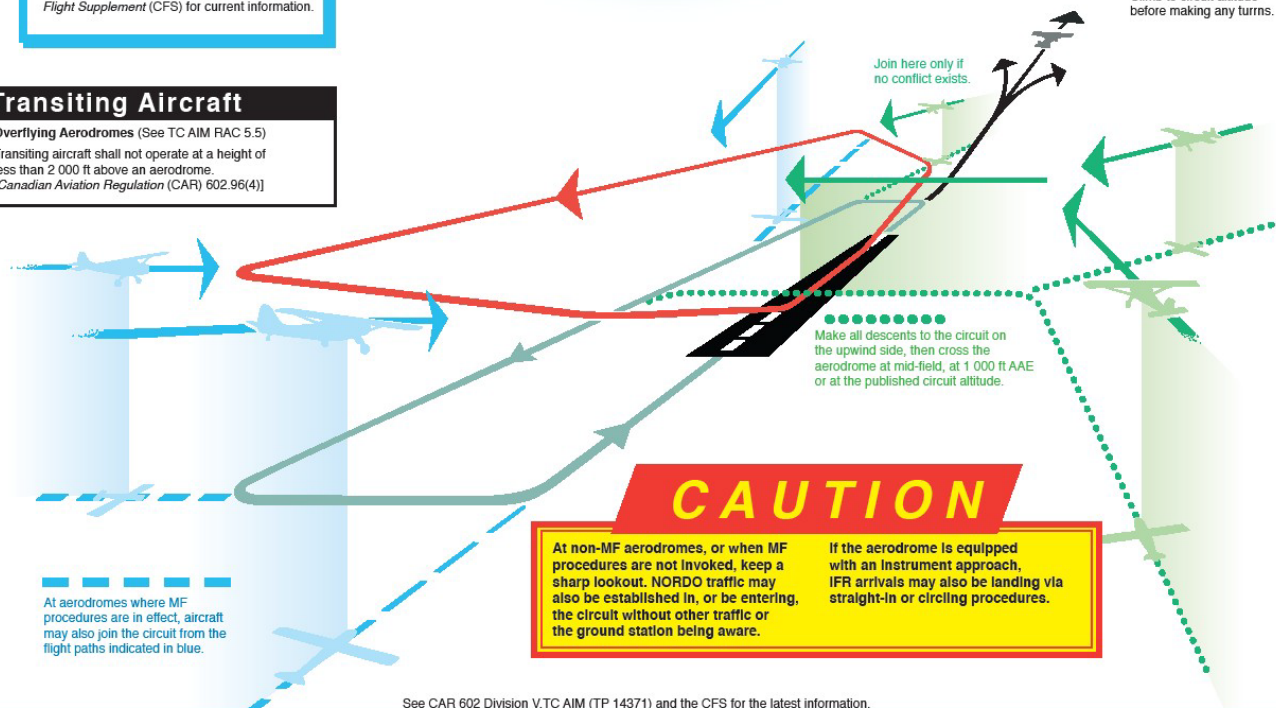
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

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