

Long Sault Flyers Rules

Administrative

All RPAS pilots must have access to a copy of these rules available at the site, either electronically or in print. The club will endeavour to provide a printed copy at the site.

1. All persons flying at our field must be a current member of MAAC, be a current member of Long Sault Flyers, have a Basic or Advanced Drone Certificate, and have registered their RPAS/Model Aircraft with Transport Canada.
2. Long Sault Flyers are responsible for ensuring that no RPAS/Model Aircraft operating at our Flying Field produces an objectionable noise level or frequency resulting in a complaint. Any complaint received will be investigated and the RPAS/Model in question will be subject to whatever tests, flight restrictions and modifications determined by the Executive to be necessary before further operation.
3. All members are to ensure that the field is left in a clean and orderly condition at the end of a session. Please take your garbage home with you.
4. Upon arrival at the field if the gate is locked, unlock it and proceed leaving it open for others. However please make sure to re-lock the lock and spin the combination to avoid theft of the lock.
5. In consideration of others no excessive test running of engines is allowed on the starting line. Use the engine test area for that purpose.
6. Any flying over the field to the north east is prohibited if there is farm equipment operating in the field.
7. Flying south of the field is permitted only for take offs and landings.

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 start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.

4. Very large models that will not fit safely on a starting stand shall use the two most southerly starting positions located on the starting line. These positions are identified by the placement of U brackets at these locations that may be used to restrain the model. Personal restraint systems and/or the assistance of a helper are also acceptable as long as the model is located on the starting line. Once started, the model must be walked to the mouth of the south entrance to the pit area before it is released to taxi. Retrieval of large models shall also be conducted via the south pit entrance.
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 north or south but away from the sun.
6. Hand launching and bungee launching shall be done in agreement with any pilots flying.
7. Our flying area as measured from the center of the pilot stations is 6 sided polygon. Refer to the site flying area map for dimensions and no-fly zone depictions. There are 2 runways that intersect at the left most pilot station runway 17/35 is approximately 500ft and runway 05/23 is approximately 230ft.
8. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
9. A fire extinguisher must be present for all powered RPA operation.
10. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 9293 Woodley Rd, Bowmanville, Ontario.
11. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA

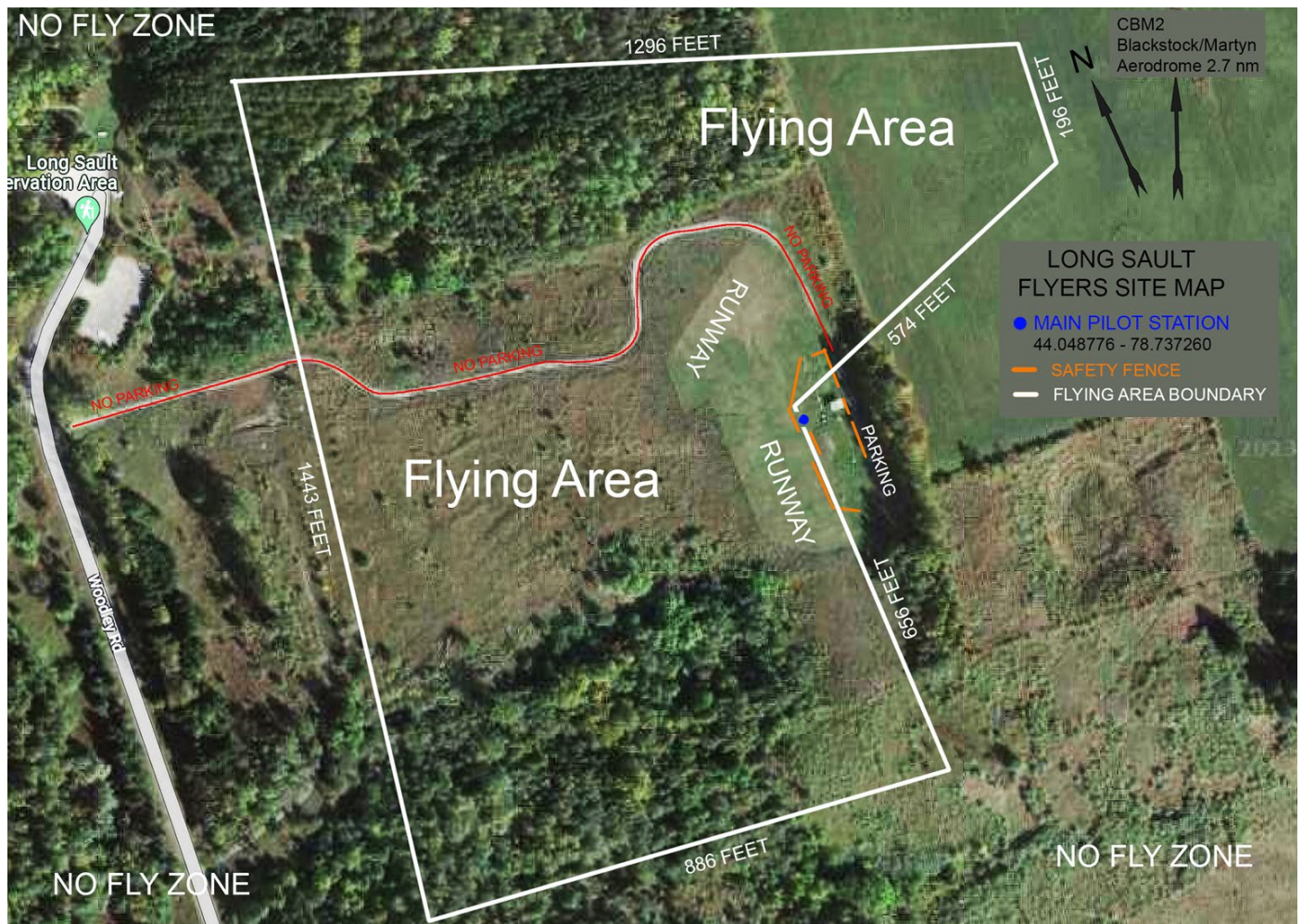
Long Sault Flyers operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

12. The aerodrome name is Blackstock/Martin (CBM2) and it is located 2.7 nautical miles NNE of our modelling site.
13. The aerodrome has two grass runways (17/35) and (12/30). CBM2 is a private aerodrome and is home to 5 General aviation aircraft only with approximately 4 Piper Cub high wing type and one low wing (Piper Cherokee 6) aircraft.
14. Except for Blackstock/Martin Aerodrome there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
15. In the event of a “fly-away” towards Blackstock/Martin aerodrome, you may call the aerodrome operator (Jim Martin) at 905-434-9033 and advise him of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
16. Long Sault Flyers club members should check for CBM2 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.

17. The club executive has contacted the operator (OPR) of Blackstock/Martin Aerodrome, and they have expressed no issues with our RPAS site.
18. In order to maintain good relations with the neighbours no flying will commence until after 9:00am and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Bowmanville. Night flying is not allowed at Long Sault Flyers Club.
19. 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.
20. 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.
21. 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.
22. There are no other risk mitigating strategies required at Long Sault Flyers Club.
23. The Club executive will review these rules at least once a year.

24. Long Sault Flyers Club requires visual observers for the following scenario.

1. When flying an RPA with FPV.
2. The visual observer's role is to ensure the RPA stays maintains visual line-of-sight and notify the FPV pilot of any aircraft that might be approaching the site to take to appropriate action.



BLACKSTOCK / MARTYN ON

CBM2

REF	N44 05 41 W78 44 11 3.8ESE 11°W (2014) UTC-5(4) Elev 1000' VTA A5000
OPR	Jim Martyn 905-434-9033 Reg PPR
PF	D-1,2,3,4,5,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES S	1,4,5
RWY DATA RCR	Rwy 17(170°)/35(350°) 2200x50 GRASS Rwy 12(120°)/30(300°) 1400x50 GRASS Opr No win maint. Rwy soft when wet.
COMM ATF	tfc 123.2 5NM 4000 ASL
CAUTION	P-line south and east of A/D. Ldg only Rwy 12, tkof only Rwy 30.

