

TBOLT SQUADRON Membership Application and Official Rules

Revision 2B
Revised 3/24/23

Administrative

1. Membership eligibility and renewal is at the sole discretion of club President Jeff Kuzniak.
2. Each Membership Term begins on Jan 1st and runs through Dec. 31st of the same calendar year.
3. The Club/Site rules (Including CARS Part IX) will be made available to all members in electronically (PDF format). The Club/Site rules (Including CARS Part IX) are also available in hard copy format within the TBOLT Squadron "Shop" building, within the office area.
4. Absolutely NO Flying under the influence of ALCOHOL OR DRUGS ALLOWED ANYWHERE ON THE TBOLT SQUADRON PROPERTY. Operating R/C Aircraft under the influence of ALCOHOL or DRUGS is strictly prohibited. This is a ZERO TOLERANCE Policy.
5. All pilots, guests and spectators must abide by the MAAC safety code and the TBOLT SQUADRON rules at all times.
6. All members, guests and spectators are to be treated with respect and in a civil manner – Violence, hostility and threats will not be tolerated!
7. All pilots flying from the club site must be current members of MAAC.
8. All pilots must comply with Canadian Aviation Regulations Part IX – Including RPAS licensing requirements.
9. All pilots flying from the club site must be current members of the TBOLT SQUADRON
10. All pilots must have passed the MAAC Wings program or a similar MAAC style Wings program.
11. Children of Members in Good Standing (under 14 years old) may fly at the club field as long as they are accompanied by their member parent and they have a valid MAAC Membership.
12. The club field is open at the discretion of the club president.
13. Park only in designated areas.

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. All Combustion engines must have a muffler.
4. 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.
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 flying area as measured from the center of the pilot stations is a box approximately 230meters left, right and straight out – flight area extends an additional 400 meters south of flight stations. Refer to the site flying area map for no-fly zone depictions. The flying area is situated southwest and south of the pilot area and extends out southwest, south and southeast.
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 2587 County RD 12, Essex, Ontario, N8M 2X6
11. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

TBOLT Squadron Club 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 Essex (CNE9) and it is located 2.13 nautical miles south of our modelling site.
13. The aerodrome Essex (CNE9) has one runway that operates east – west. This aerodrome has minimal air traffic.
14. Essex (CNE9) has no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
15. In the event of a “fly-away” towards aerodrome Essex (CNE9), you may call the aerodrome operator at 519-776-7441 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
16. TBOLT Squadron club members should check for TBOLT Field 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 Essex (CNE9), and they have expressed no issues with our RPAS site. The club executive will take any future guidance and/or requests from the operator (OPR) of Essex (CNE9) under advisement and adjust club rules and operating procedures accordingly.
18. 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 Essex, Ontario. Night flying is NOT allowed at TBOLT Squadron Club unless your RPA is brightly lit.
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 on site.
 - 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 TBOLT Squadron Club.
23. The Club executive will review these rules at least once a year.

Member Information:

Name: _____

Address: _____

City: _____

Postal Code: _____ Phone: _____

Email address: _____

MAAC#: _____

Each member of the TBOLT SQUADRON must be in good standing with MAAC. Each member will abide by all of the TBOLT SQUADRON club rules (listed within this document) and all of the published rules of MAAC. Refusal will result in expulsion from the TBOLT SQUADRON.

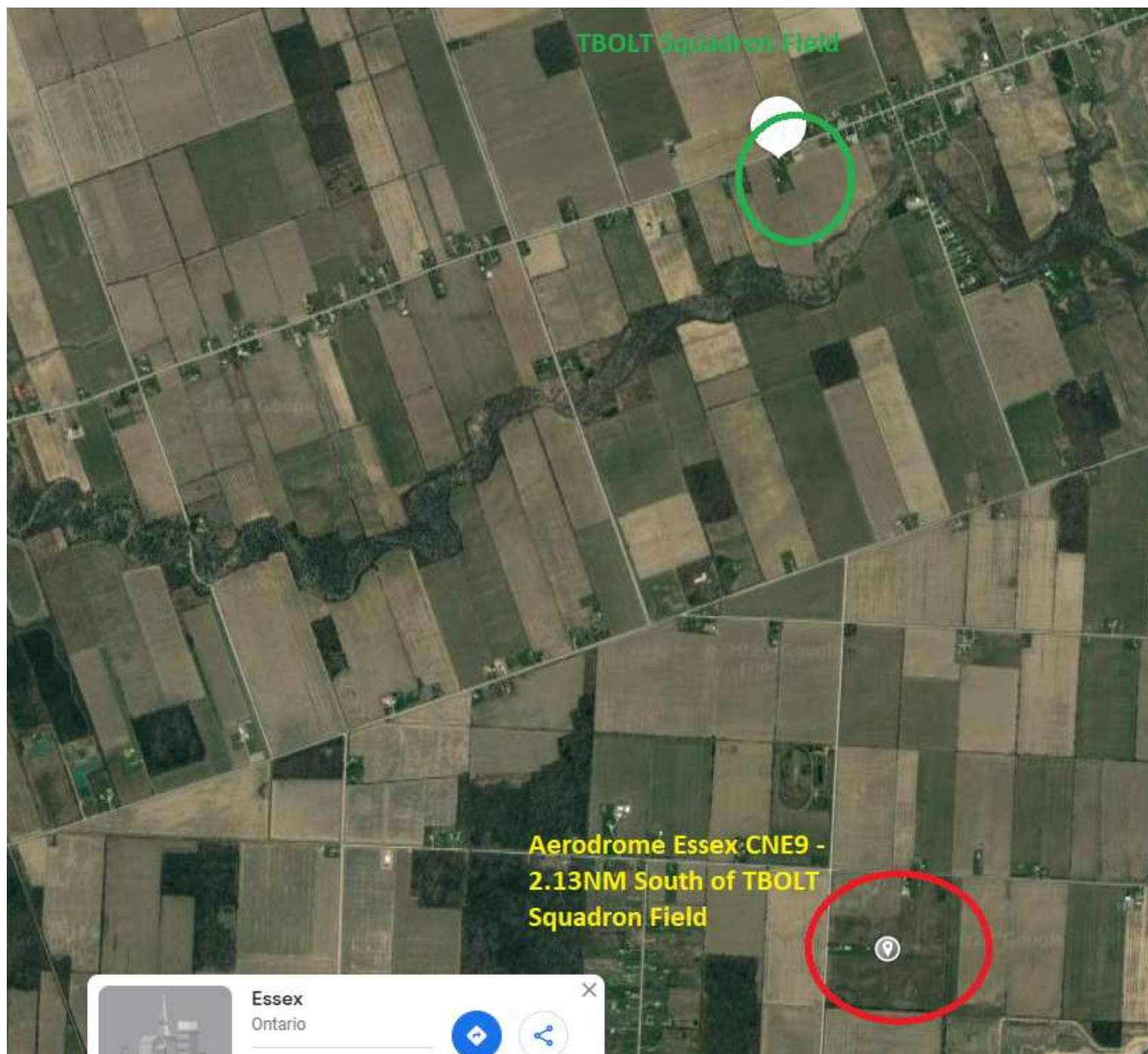
As a member of the TBOLT SQUADRON, I understand that engaging in air modeling activities may be dangerous. I agree and accept to use the membership facilities (the flying field, or any associated club flying area/location) at my own risk and that in the event of personal injury, injury to others/spectators, or property damage, I agree to hold harmless the TBOLT SQUADRON, Jeff Kuzniak, Nicholle Kuzniak, the Kuzniak family, Thunderboltrc.com Inc., any TBOLT SQUADRON member, The TBOLT SQUADRON Club Executive, and, the land owner of any membership/club facility(I.e. the flying field, school gym, event location, etc), any TBOLT SQUADRON affiliates, or any TBOLT SQUADRON sponsors.

SIGNATURE:_____ DATE:_____

Parent or Guardian if application under age of 16:_____

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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.

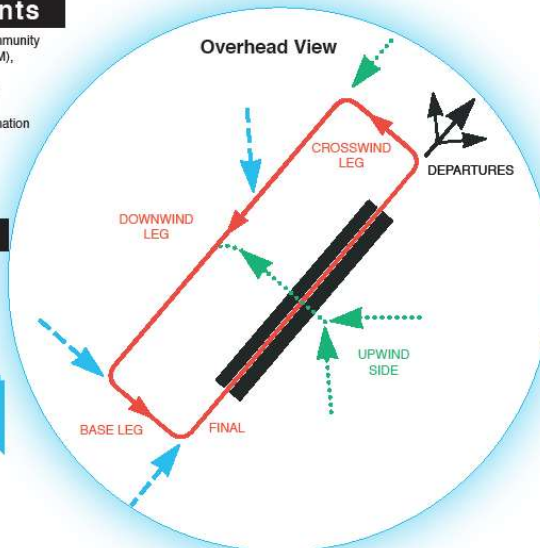
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)

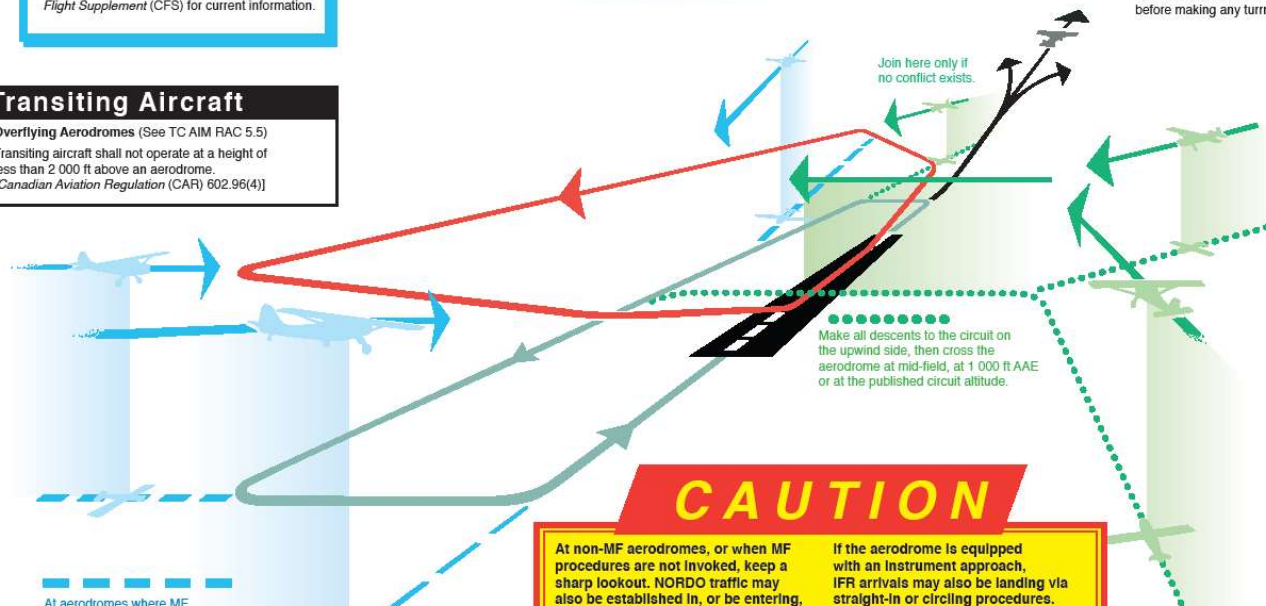
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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 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,

If the aerodrome is equipped with an Instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

ONTARIO

AERODROME/FACILITY DIRECTORY

ESSEX ON

CNE9

REF	N42 05 45 W82 52 46 4SW 7°W UTC-5(4) Elev 620' A5000
OPR	P. & A. Harrington 519-776-7441 Reg
PF	C-1,2,3,5 D-4,6
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES S	2,3,5
RWY DATA RCR TWY	Rwy 09/27 1935x70 GRASS No win maint. A/D clsd in hvy rain periods. Call ahead to confirm rwy has dried up enough to land on. Twy at hg entrance only.
COMM ATF	tfc 122.8 5NM 3600 ASL
PRO	Pilots are requested to avoid flight below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, Ont N42 04 00 W82 45 00) & over Point Pelee National Park.
CAUTION	Ditches at Thlds 09 & 27 and along rwy sides. Wind shear fr hg with N/NE/NW winds. Trees on apch to Rwy 27. Bldg at edge of Rwy 09/27.

