

Patricia Region Aero Modellers (AKA PRAM) Rules For Rugby lake lodge float fly site.

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be members of the PRAM Club, or an invited guest and
3. agree to follow the MAAC Safety code and all other club rules.

In the event of an emergency, phone (911) and the civic address for first responder is Rugby Lake Lodge, 11.3km down Eaton-Rugby road turn right and travel 4.5km to Rugby Lake Lodge

Normal operating procedures and Club safety rules

These rules are available in print or online. A copy of these rules must be available to any member who is operating an RPAS. The club will endeavor to keep a copy at the flying site.

PRAM allows the following modeling categories at this float fly site:

RPAS Float planes

A fire extinguisher must be present for all powered model operations.

For members operating RPAS at this site :

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. All pre-flight inspections or assembly shall be done in the designated area.
3. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions.
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 straight out from the dock.
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 is Over the water with no flying over the buildings
8. Recovery of RPA that land/crash in the Water but in the flying area will be done in agreement with any pilots flying.
9. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
10. 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 Oxdrift. Night flying is not allowed at PRAM Club unless your RPA is brightly lit.
11. 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.
12. In the event of a “fly-away” the Nearest aerodrome CKV3 is 9nm SSE of the flying site. Our site is in uncontrolled airspace so there is no need to notify ATC.
13. 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.
14. No RPA or other model aircraft flying will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
- a. If cloud is present below 750' 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.
15. There are no other risk mitigating strategies required at PRAM Flying Club. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.
16. The Club executive will review these rules at least once a year.
17. PRAM requires visual observers for any of the following scenarios.
- a. If Pilot is flying FPV
18. When visual observers are required, the club rules are as follows:
- a. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to the eastern sky.
 - b. The visual observer should stand or sit at the start up stand closest to any pilots flying, but away from the start up stand(s) in use. Be close enough so they can hear you.
 - c. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
 - d. when you believe the airplane is no longer a problem yell – ALL CLEAR.
19. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

