

# S.M.A.C. Flying Field Rules

**DUE REGARD MUST BE GIVEN TO ALL MAAC SAFETY RULES WHERE APPLICABLE OR APPROPRIATE**

1. No one may use the field for any purpose unless they are paid up members of the Model Aeronautics Association of Canada and can prove this by producing a valid membership card upon request.
2. Anyone using the field regularly, must be a paid up member of SMAC. Guests from other clubs are welcomed as visitors as long as they are paid up members of MAAC.
3. Paid up members of Model Flying Clubs from other Countries, with proof of Membership from their country, can fly at our field if accompanied by a SMAC member.

A copy of these rules must be available to all RPAS pilots while at the site, either electronically or in print. The Club will endeavour to provide a copy at the site.

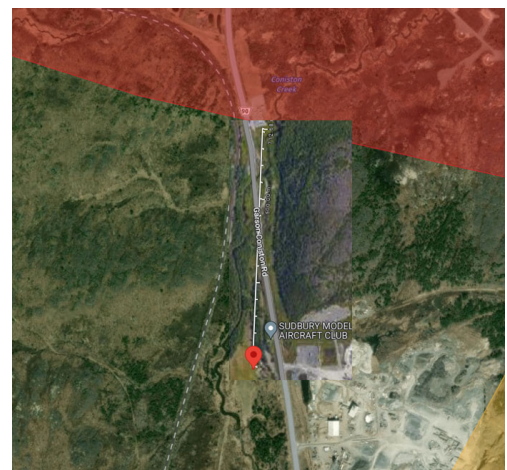
## Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area and 72MHz users must use the frequency board for Range Checks and Flying. A Range Check must be performed at the start of each flying day for each aircraft using the radio manufacturers range checking procedure OR by walking out a distance of at least 30 Meters (100') with antenna retracted, or folded down, making sure all controls are working properly. Reference: MAAC Radio Spectrum Safety Document MSD #17, item #4.
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 as close to idle as possible in the start-up stands or similar, located in the start-up area and positioned to direct exhaust residue and prop wash away from other planes and equipment. Do not conduct prolonged tuning if other pilots are flying. All planes must have a working kill switch or the ability to kill the engine with low throttle and low idle. In the event of engine failure on take off the plane will be removed from the runway for restart. Reference; MAAC Policies and Procedures (MPPD) #12, item #5.
4. **There is no taxiing of aircraft through the pits from starting tables to the runway.** Aircraft must be carried and/or under complete physical control by holding and pushing the plane by the tail section to the flight line. A helper should be used if available. MAAC Safety Code MSD #7 and MAAC Policies and Procedures (MPPD) #5 for the need for, and duties of, spotters and helpers. Only a pilot and/or their spotter/helper are allowed to go on the runway to launch or recover their aircraft. Immediately after launching the aircraft the pilot and the spotter/helper will move to a designated pilot area. At no time should anyone be in the path of planeas landing or taking off. Children, pets and visitors must be confined to the spectator and picnic areas. The direction of take-offs, landings and traffic patterns, will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun. Aircraft will not be flown over spectator areas, parking areas or roads.

5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations. Pilots will announce clearly and loudly when they are taking off or landing so everyone, especially pilots who are flying, know what is happening.  
**Pilots in the pit area are to refrain from shouting/yelling or talking to pilots who are flying. These actions could distract the attention of the pilots who are flying.** In the event of an engine failure in the air, the pilot will loudly announce he is making a **“DEAD STICK”** landing. The pilot will make every effort to avoid people and will **“DUMP”** the aircraft to avoid people or objects it may damage.
6. Each member will be designated as a Beginner Pilot or Qualified Pilot. A Beginner Pilot is not allowed to fly unless accompanied by a Qualified Pilot. A Qualified Pilot will recommend to the Executive Committee when a Beginner Pilot should be promoted to Qualified Status.
7. Our flying area as measured from the center of the pilot stations is a box 125M left, 125M right and 63M straight out. The SMAC flying area is 7.37 NM SW of Sudbury (CYSB) Aerodrome, 6.89 NM NE of (Health Sciences North) (CSL8 Heliport Cert) and 5.1 NM NE of (CNB8 Waterdrome Reg).
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. The person flying a powered plane will supply a proper fire extinguisher as SMAC does not supply any. No Extinguisher, No Flying.
10. If there is an accident requiring emergency services, cellular service is adequate to call 911.  
The civic address is 46.30.22 N - 80.50.15 W

***SMAC operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information.***

11. The aerodrome name is Coniston (CSC9 Aerodrome Reg) and it is located 1.41 nautical miles South of our modelling site.
12. The aerodrome has a 4 passenger Cessna, a 4 passenger Piper and an 8 passenger twin.
13. Except for Coniston (CSC9 Aerodrome Reg) there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
14. In the event of a “fly-away” south towards Coniston (CSC9 Aerodrome Reg), you may call the aerodrome operator at **(705)694-4713** and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
15. **The SMAC Site is located 2300' south of the Sudbury (CYSB) Class E Controlled Airspace, if there are any "fly-aways" to the North contact the ATC facility to advise them of the situation at 705-693-3661 - Emergency only.**
16. SMAC club members should check for Sudbury 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.



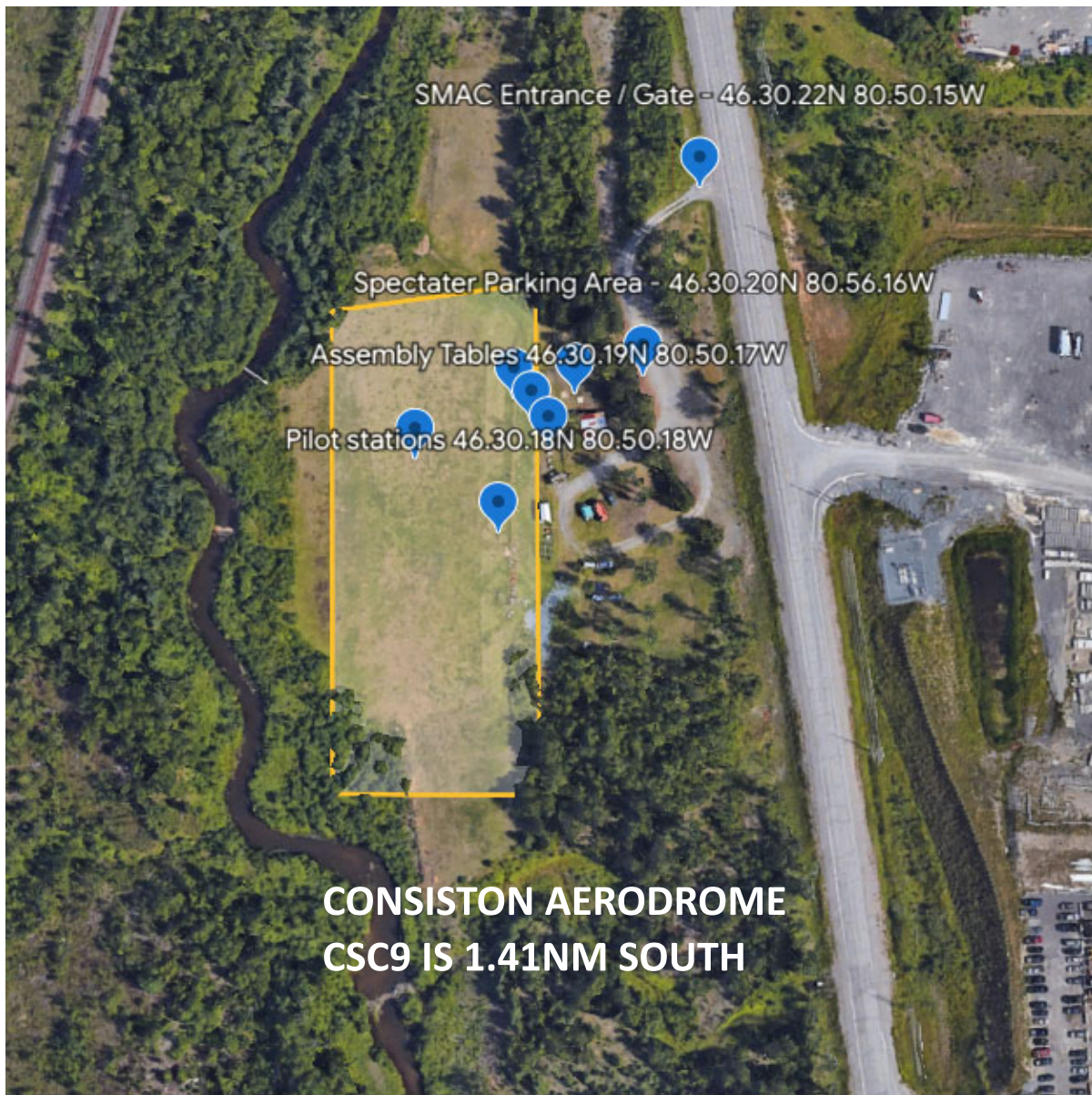
17. The club executive has contacted the operator (OPR) of Coniston (CSC9 Aerodrome Reg), and they have expressed no issues with our RPAS site.
18. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the city of Sudbury. Night flying is NOT allowed at SMAC 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.
  - 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. if there are obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
  - c. If you can see the Coniston smokestacks 1.41NM South, flying is normally permitted.
22. There are no other risk mitigating strategies required at Sudbury Model Aircraft Club.
23. The Club executive will review these rules at least once a year.

## **SMAC FIELD HOUSEKEEPING RULES**

1. In the event of a collision between two airplanes, both pilots are equally responsible to resolve the problem in terms of damages/reparations. The club is not responsible in these situations.

2. Every pilot, club member and visitor is responsible for their own garbage. We have containers and blue boxes to be used by everyone. Please keep our field clean.
3. Every club member must ensure that his or her model is airworthy. This is very important to maintain safety at our field.
4. Although we have no control line airplanes at this time, they should be flown the south end field, announcing this to all other pilots. No free flight airplanes are allowed at the field. Flying from the West Side of the field is not permitted at any time.
5. Those members flying non-fixed aircraft, such as helicopters, quad copters and any others should be aware of the fact that fixed wing aircraft need more space to land and take off. Therefore, they should make sure that the airspace is clear around them and not infringing on the flying spaces of others.
6. Those members of the club who are flying larger airplanes and involved in pattern flying such as IMAC again should be aware that they may not be able to follow normal circuits. They should caution other pilots of their intentions to fly patterns. By doing this, we can accommodate all flyers, fixed wing, helicopters, pattern flyers, and maybe even dirigibles.
7. Vehicles should be parked as far away from the pit area as is practicable. The club is not responsible for damages to vehicles or persons at our field. Please try to move your vehicle as far away as possible.
8. Any club member, who will not conform to the above rules and regulations may, at the discretion of the executive officers of the club, may be reprimanded and/or removed from the club, membership fees refunded, prorated
9. There is to be NO SMOKING in the pit area or flight line.





**SUDBURY / CONISTON ON**

**CSC9**

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| <b>REF</b>   | N46 28 56 W80 50 02 6E 11°W<br>UTC-5(4) Elev 886' A5000 A5001  |  |
| <b>OPR</b>   | Central North Flying Club 705-694-9000<br>Reg  |  |
| <b>PF</b>  | A-1 avbl 11-02Z seasonal C-1,2,4,5<br>D-3,6  |  |
| <b>FLT PLN</b><br><b>FIC</b>                             | London 866-WXBRIEF (Toll free within<br>Canada) or 866-541-4104 (Toll free<br>within Canada & USA)   |  |
| <b>SERVICES</b><br><b>FUEL</b><br><b>OIL</b><br><b>S</b> | 100LL<br>W80, 15W-50, 80<br>1,4,5,6  |  |
| <b>RWY DATA</b>  | Rwy 13/31 2260x35 treated gravel Rwy 13 up 2.3%<br>Rwy 04/22 1190x35 treated gravel<br>Overnight prkg fees only (waived with fuel purchase).<br>Opr PN No win maint.   |  |
| <b>COMM</b><br><b>RCO</b><br><b>ATF</b><br><b>PAL</b>    | London rdo 123.475 (FISE) 126.7(bcst)<br>tfc 123.0 5NM 3900 ASL Excluding the Sudbury aprt CZ.<br>Toronto Ctr 135.5  |  |
| <b>CAUTION</b>   | Aerodrome is within 8NM of CYSB, obstacles on apch to Rwy 31 & Rwy 04, twr aprx 1/2NM E of Rwy 31 hgt unkn, twr aprx 1NM NW of aerodrome & twin smoke stacks aprx 400 AGL 1NM SW of aerodrome. Extv float/ski/helicopter tfc in vic Azilda, ATF 122.8. |  |



