Queensville Model Aircraft Club (QMAC) Rules

A copy of these rules must be available to all RPAS pilots using the site, either electronically or in print.

Administrative

1. If the field is being cut, you will need to wait for them to finish or approach the operator and ask if you can fly on a section of the field. You can also choose a different field.
2. Keep your plane near the edge of the field when parked.
3. If using fuel, make sure to have a mat under you plane to catch any fuel that may overflow.
4. We are a zero-impact club so always do a walk around when done to ensure nothing is left behind**.**
5. If you crash make sure to clean up all debris
6. We are not allowed to cut the grass and you may find it too tall and thick to fly planes with small wheels. Hand launching and landing with no wheels works well at the field.

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area in front of your vehicle.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
3. Gas or glow models must be restrained and started in the start-up area only. Do not conduct prolonged tuning if other pilots are flying.
4. 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.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. QMAC has 2 sites located next to one another, each having a flying area as measured from the center of the pilot stations 1500’ left, 2000’ right and with a depth of 2000’. Refer to the site flying area map for no-fly zone depictions shown in red. Fly only within the boundaries of the field which are surrounded by drainage ditches.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

8. A fire extinguisher must be present for all powered RPA operation.

9. If there is an accident requiring emergency services, cellular service is adequate to call 911 or York Regional Police (905) 895-1221. The civic address is for airfield #2 21468 Leslie St. Queensville, ON. For airfield #3 21761-21935 Leslie St, Queensville ON.

Queensville Model Aircraft 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:

10. The aerodrome name is Queensville/Rollick Airpark (CRA2) and it is located 1.26 nautical miles southwest of our southern most modelling site – QMAC Field #3.

11. The aerodrome has cable launched and motorized hang gliders.

12. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

13. In the event of a "fly-away" towards Rollick Airpark, you may call the aerodrome operator at 416-464-8339 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

14. QMAC club members should check for Rollick Airpark 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.

15. The club executive has contacted the operator (OPR) of Rollick Airpark, and they have expressed no issues with our RPAS site. Contact was made with Emil Simon who owns the facility.

16. 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 Queensville. Night flying is not allowed at QMAC.

17. Visual observers and MAAC "spotters" are **mandatory** at our site. The observer must be away from any vehicles that can impede the ability to visually spot any aircraft approaching the flying field.

    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.

18. 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.

19. 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.

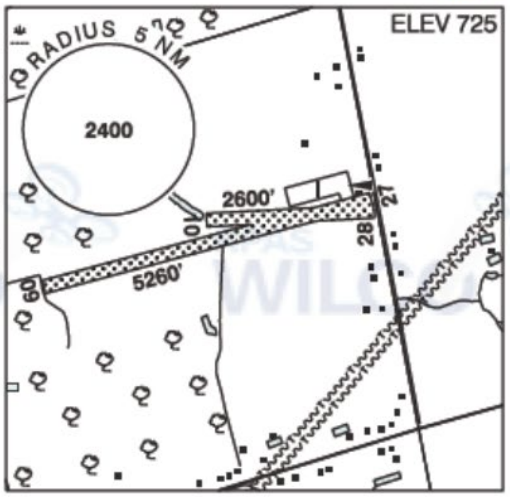
20. There are no other risk mitigating strategies required at the QMAC Club.

21. The Club executive will review these rules at least once a year.

ONTARIO AERODROME/FACILITY DIRECTORY

QUEENSVILLE (ROLLICK AIRPARK) ON CRA2

REF	N44 08 27 W79 29 14 1 5WNW 11°W (2013) UTC-5(4) Elev 725' VTA A5000
OPR	Emil Simon 416-464-8339 Reg PPR A/D clsd Nov 2-May 31
PF	C-1,2,3,4,5,6,7,8
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 09(086°)/27(266°) 5260x100 GRASS Rwy 10(098°)/28(278°) 2600x200 GRASS
RCR	Opr No win maint
COMM ATF	tfc 123.2 3NM 2900 ASL
CAUTION	P-line E of A/D ball marked. Avoid creek running N/S through ctr of property. Trees W of Rwy 09/27.



General Club Location In Relation to Aerodromes			QUEENSVILLE MODEL AIRCRAFT CLUB
Address:	21468 Leslie St, Queensville, ON		
Sod Farm Location:	Latitude: 44.162215		
	Longitude: -79.456594		
Location of field 2 pilot stations =========>		Lat: 44.159 Long: 79.472	
Location of Rollick Aerodrome ==========>		Lat: 44.141 Long: 79.487	
Distance 1.26NM			
Location of field 3 pilot stations =========>		Lat: 44.167 Long: 79.471	
Location of Rollick Aerodrome ==========>		Lat: 44.141 Long: 79.487	
Distance 1.68NM			

Airfield #2:		
Address:	21468 Leslie St, Queensville, ON	
Field Location:	Latitude: 44.162215	
	Longitude: -79.456594	
Area:	Width 550m	Length 1600m

Pilot Stations	Latitude: 44.159000
	Longitude: -79.471778

44°09'32.4"N 79°28'18.4"W

Flight Line in Gold Dots

Flying zone is within the white dashed lines

Airfield #3:		
Address:	21761 -21935 Leslie St, Queensville, ON	
Field Location:	Latitude: 44.170190	
	Longitude: -79.458534	
Area:	Width 385m	Length 1200m

Pilot Stations	Latitude: 44.166706
	Longitude: -79.471427

44°10'00.1"N 79°28'17.1"W

Flight Line in Gold Dots

Flying zone is within the white dashed lines

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

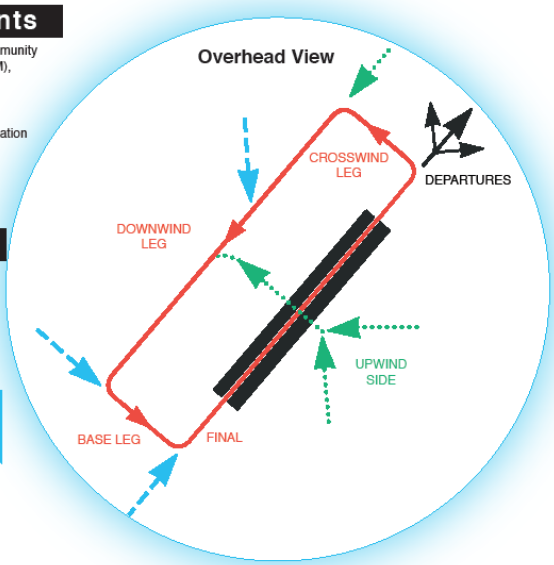
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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.

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.

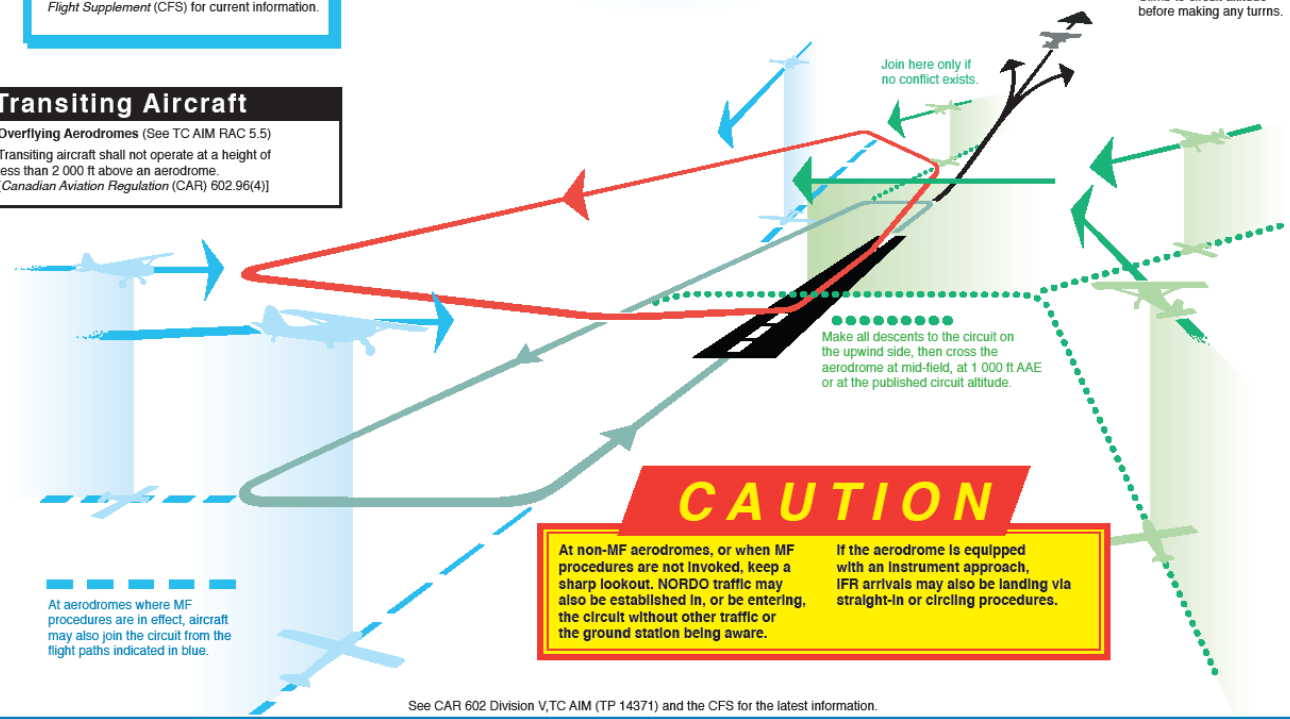
Transiting Aircraft

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)]

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.

TP 11541 (06/2010)

TC-1002940

Canada