



Southern Ontario Glider Group Inc.

Club Flying Site Guidelines: Burford Sod Farm

NOTE: This document may be superseded by later revisions. A link on the Safety page of SOGGI's website (www.soggi.ca) will take you to the current version that is in effect at our flying sites.

1. Preamble

Before you fly with the Southern Ontario Glider Group Inc. (SOGGI), please know that flying sites are difficult to obtain, and even harder to keep. The continued use of our existing flying sites depends upon maintaining good relationships with field owners and farmers.

2. Applicability of the SOGGI Club Flying Field Guidelines

- 2.1 All SOGGI members flying remotely controlled models (RPA) must comply with all Transport Canada CAR Part IX Regulations and the Model Aeronautics Association of Canada (MAAC) Safety Code – note the MAAC Safety Code covers RPA between 0 and 25kg. Members must be familiar with and adhere to the SOGGI Guidelines as well. Remember that RPAS pilots must have a copy of Transport Canada CAR Part IX Regulations available while at the site, either electronically or in print.
- 2.2 Persons who are not members of SOGGI (e.g. spectators, dog walkers, agents of the landowner etc.) entering a SOGGI flying site may be unaware of hazards posed by model aircraft activity in progress. All model flying is to cease until the presence of non-SOGGI members satisfies all applicable Safety Code and Regulatory guidelines.

3. Proof of Liability Insurance Coverage

- 3.1 Membership in MAAC provides liability insurance coverage to MAAC Members and is often extended to the landowner(s) whose property we use. When flying or learning to fly at SOGGI flying sites, SOGGI Members must carry valid SOGGI and MAAC membership cards. Guests of any nationality who wish to fly at SOGGI must also carry a valid MAAC membership card and abide by Transport Canada Regulations as well as these SOGGI Guidelines.
- 3.2 To fly at SOGGI, the above membership cards must be displayed on demand.

4. Attaining and Retaining Model Aircraft “Pilot” Status

- 4.1 To fly an R/C airplane unsupervised at any SOGGI flying site a member must hold MAAC (R/C fixed wing) Pilot qualification AND be checked out to fly an R/C sailplane by a SOGGI instructor. Members having MAAC Student Pilot qualification are required to be checked out in accordance with MAAC Safety Code in order to obtain MAAC Pilot qualification. It should be noted that absence of MAAC membership for more than 1 calendar year automatically reverts returning members to Student Pilot status.
- 4.2 Regardless of experience level, the general criteria that must be met to attain and retain Pilot status includes:
 - The ability to determine that a model aircraft and related equipment are airworthy.
 - Demonstration of safe, disciplined, and confident flying skills appropriate to the type of model being flown.

- Displaying familiarity and compliance with applicable Transport Canada Regulations, the SOGGI Guidelines including applicable sections of the MAAC Safety Documents and MAAC Policy and Procedure Documents.
- Having enough knowledge and confidence to enforce the SOGGI Guidelines and MAAC Safety documents, since all accredited pilots are required to do so.

New members should complete a SOGGI Pilot Qualification Record form or provide the information therein. This will determine the extent of checkout required. Members who are new to SOGGI but have held MAAC Pilot qualification at other clubs, are nevertheless responsible for passing a satisfactory check-out flight with a SOGGI Instructor.

5. Hosting Guest Flyers

5.1 Guests may be invited to fly at SOGGI-by-SOGGI Members, provided that all of the following conditions are met:

- The Guest must be hosted by a named-SOGGI-Member who holds SOGGI “Pilot” status and SOGGI flying privileges.
- The Guest must show proof that he is a current MAAC member in good standing.
- The Guest must know, and abide by all applicable Transport Canada Regulations, relevant sections of the MAAC Safety Code and the SOGGI Flying Field Guidelines.
- The Host shall be present on the field at all times when their guest is flying.

5.2 If all of the foregoing conditions are not satisfied, then alternatively the Guest can be hosted by a SOGGI Flight Instructor provided that arrangements are made in advance. Otherwise Guests are not permitted to fly at SOGGI.

6. Model types permitted at SOGGI Sod Farm Sites

Note that SOGGI is primarily a “*Climb and Glide*” model Sailplane organization. Only the following model-types are permitted, and only under the conditions as follows. Refer also to Appendix B Schematics of SOGGI Flying sites:

- R/C Sailplanes launched by winch, hi-start or by any form of hand launch
- R/C Electric Sailplanes
- Free-flight (rubber-powered models or towline-launched gliders)
- Electric powered landplanes, e.g. for aerotow

Not Permitted at any SOGGI flying site:

- Models controlled by First-Person-View (FPV) technology
- Models controlled by way-point navigation technology
- Internal combustion engine powered models
- Rotary wing models
 - The following exception applies for rotary wing models. A drone with a camera may be used to assist searching for a lost model, after informing a member of the SOGGI Executive that it is planned to do so. Also see section 12 regarding etiquette in recovery of lost models on neighbouring property.

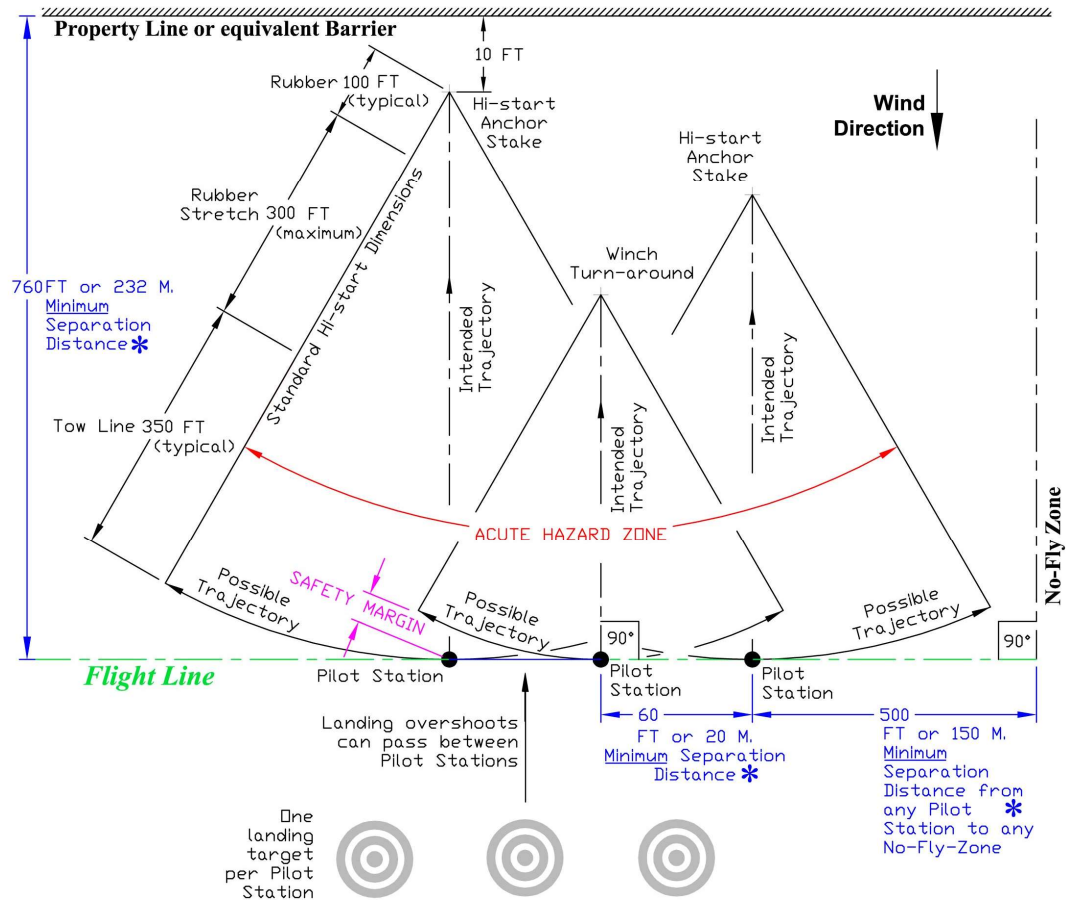
7. Requirements for Line Launched R/C Soaring

Refer to Figure 1 for line launching layout.

- 7.1 Do not attempt to operate a winch or hi-start until you have received training in its use. These devices are potentially dangerous to the operator and to others in the vicinity. Contact an instructor for further information.
- 7.2 Winches and hi-starts must be set up to produce the Standard Flight Line as detailed in Figure 1. This basic arrangement has proven successful in countless contests over a time-span of decades. Alternative Flight Line configurations are NOT necessary, nor are they permitted. As different Hi-starts and winches have differing overall lengths, their anchor points shall be established to ensure that their pilot station positions are on a common flight line.
- 7.3 The Standard Flight Line configuration is to be established by the first line-launch pilot to arrive on the field, starting with their first flight of the day.
- 7.4 Launches are to be made into the prevailing wind direction. If the prevailing wind changes significantly to crosswind or downwind, then the entire Standard Flight Line shall be re-aligned into the prevailing wind.
- 7.5 In Figure 1 the 760 ft distance of the Standard Flight Line from the Up-Wind field boundary (or other obstruction) is based on a Hi-start's stretched-length of 750 ft. plus a nominal clearance of 10 ft. to the boundary. Winch-to-turnaround distances are typically less than 760 ft., but nonetheless, winch placement must conform to the Standard Flight Line as shown. An F3RES Hi-start for example also requires less than the above distance.
- 7.6 For optimum communication and for mutual visibility, once a Standard Flight Line for Line-launched sailplanes is established, then Electric sailplanes should conform to and launch from the same Standard Flight Line. Electric Sailplanes are to launch in the same upwind direction, and may share the same pilot stations and landing targets with line-launched sailplanes.
- 7.7 Prior to launching any Sailplane, the pilot must ensure that all persons are outside of the acute hazard zone. He must then signal his intention to launch by calling out, "Launching" to any adjacent pilots.
- 7.8 Prior to entering a shared landing zone to retrieve a model, the retriever is to call out his intention to other pilots. After retrieving a model from the landing zone, the retriever is to exit the exit the landing zone as quickly as is safely possible.

Schematic of a Standard Flightline for Line-Launch and Electric Sailplanes

(Not to Scale)



THE FIRST WINCH or HI-START SAILPLANE PILOT TO ARRIVE
is responsible for establishing a **STANDARD FLIGHT LINE** that:

- a) Is aligned for launching and landing into the **Prevailing Wind** .
- b) Satisfies the **3 Minimum separation distances*** , and .
- c) Allots space for **Additional Pilot Stations** in case they are needed .

ALL ELECTRIC and LINE-LAUNCH PILOTS ARRIVING LATER, are to use the same flightline thus established.

Pilots **ARE NOT TO LAUNCH** while any person is within the **ACUTE HAZARD ZONE**.

To preserve **SAFETY MARGINS**, Pilots **MUST BE IN THEIR PILOT STATIONS**.

Figure 1

8. Requirements for Electric, Discus Launch (DLG) and other Hand Launch (HLG) Sailplanes

- 8.1 All electric powered planes shall have the propulsion motor de-energized while in the pit area and during transport by hand.
- 8.2 Electric launch sailplanes are launched from the same flightline as line launching, unless there can be a separation distance between the flightlines that is safe for all persons present.
- 8.3 DLG and HLG pilots must establish their launch and landing zone at a safe distance from all other activities that may be present on the field. When there is an inadvertent HLG/DLG landing that impinges on the operations of line-launch and/or electric sailplanes, the HLG/DLG pilot must signal to those pilots his intention to retrieve his HLG/DLG. Retrieval is permitted only when those pilots signal that it's safe to do so.
- 8.4 The launch trajectories of DLGs are sometimes erratic. A DLG pilot must announce his/her intention to launch whenever other people are within 20 Meters of the DLG's release point.

9. Requirements for Landplanes Including Aerotow Planes

- 9.1 Landplanes must be operated from a separate area of the field, and only when a separate area of the field is available for that purpose. At all times, field-position preference must be yielded to "Climb and Glide" aircraft.
- 9.2 The landplane flight-line shall be at least 40 meters from the pit area, and from the spectator/car parking area.
- 9.3 The pilot station is to be located between the pit area and the flight-line, at least 10 meters away from the flight-line.
- 9.4 The first landplane pilot to arrive is responsible for:
 - Establishing a Landplane flight-line that:
 - yields field-positional preference to climb-and-glide activities at all times
 - is consistent with safety distances and no-fly zones, and
 - which provides for take-offs and landings into the prevailing wind direction.
 - Marking a Landplane pilot-station with at least two orange safety cones to make the Land Plane pilot station visible to Climb-and-Glide pilots
 - Outlining a runway with at least 4 orange safety cones (2 at each end) positioned so as not to interfere with sailplane launch and landing activities.
- 9.5 Pilots of landplane models who arrive and fly subsequently, are to conform to the landplane pilot station, runway and no-fly zones thus established.
- 9.6 If landplane pilots carry their model to or from the flight-line, they are to first ensure that it is safe to enter that area, and then announce their intentions to any other pilots before proceeding. As soon as their takeoff, hand launch or retrieval is accomplished, they are to return to the pilot station.
- 9.7 Pilots shall not taxi their aircraft into the pit area or within close proximity of people.

- 9.8 Pilots using the landplane flight-line are to execute landing patterns, take off turns, and flight manoeuvres to avoid sailplane launch trajectories, sailplane Flight Lines, and No-Fly Zones. Aircraft landing have the right of way over aircraft taking off.
- 9.9 For R/C Aerotow Operations
- The pilot of either the tow-plane or the sailplane being towed, shall inform all other pilots using the field that aerotow operations are ready to take place.
 - Prior to operations commencing, both the tow-plane and towed-sailplane pilots shall inspect and test the towline release mechanisms on both the towing aircraft and the sailplane, to ensure reliable release.
 - Prior to take-off, the sailplane pilot shall communicate with other pilots regarding his intended landing target, which maybe the aerotow takeoff runway or landing zone used by winch or Hi-Start launched sailplanes.
 - The tow-plane shall be operated for take-off and landing in accordance with the landplane runway procedures outlined above.
 - The sailplane shall be released from the tow aircraft in a manner and at an altitude that does not endanger other aircraft, persons or property.

10. Requirements for Free-Flight Models

Free-flight pilots are to familiarize themselves with the hazards of sharing the field with R/C model operations and choose flight paths that avoid over-flying R/C flight-lines. During recovery of models, or when entering or leaving the field, the free-flight pilot is to avoid walking through the R/C flight-lines or under R/C flight paths. If entry into an R/C take-off/landing area is necessary, then the free-flight pilot is to give right-of-way to R/C operations, and clearly announce their presence prior to entering that area.

11. Requirements to See and Avoid Full Scale Aircraft Traffic

- 11.1 Full scale aircraft may fly over, or in close proximity to the sod farm. Model flying is only permitted during daylight hours, and only when models are clearly visible.
- 11.2 While present at the flying field, all SOGGI members, irrespective of whether or not they are flying a model, are required to carry a whistle which shall be used to warn pilots present on the field of the approach of full-scale aircraft traffic.
- 11.3 When a possible hazard due to the approach of full-scale traffic is detected, immediate and vigorous avoidance action shall be taken by the model pilot. They shall also alert any other model pilots who are flying, that a developing hazard may exist.

12. Other Field Requirements

- 12.1 Pilots should give a verbal indication when launching, landing and a “heads up” if a hazard condition arises.
- 12.2 Do not litter.
- 12.3 Park only in the designated parking area.
- 12.4 Obey site-specific advisories given in Appendix B.
- 12.5 Treat all strangers and farm staff with courtesy. Respect any requests or “suggestions” made by staff or neighbours and pass this information on to other pilots and SOGGI

Executive. Report to the Executive where necessary any encounters with farm staff or neighbours.

- 12.6 Recovering Lost Models: If a search is required on a neighbouring property, introduce yourself and ask permission of the neighbour. Unless you have permission, do not enter pastures containing horses or livestock, or fields protected by an electric fence.
- 12.7 Do not fly in No-Fly Zones.
- 12.8 It is essential that all field equipment be removed from the field and stored in the storage box or personal equipment taken home. The last member to leave the field on any flying day is responsible for performing a check that no equipment is left on the field. Equipment left on the field can cause expensive damage to farming equipment and could result in loss of the flying field.

Appendix B: Schematic of Burford Sod Farm Flying Site

The following Schematic identifies no-fly zones that are specific to an individual SOGGI flying site. These are additional to the general no-fly zones identified in applicable Transport Canada Regulations, MAAC Safety Documents and in the preceding paragraphs of the SOGGI Guidelines.

B-1 Schematic for Burford Sod Farm

Field Entrance Location: $43^{\circ} 07' 29.77''$ N, $80^{\circ} 27' 10.89''$ W

Emergency Access Code: 100 Concession 5 Road Burford Ont.

The address of the nearest medical emergency facility to Burford is:

Brantford General Hospital, 200 Terrace Hill St. Brantford, ON N3R 1G9, 519 752 7871



The position of pilot stations is dependent upon wind direction and length of line launch equipment. The pilot stations are positioned to always launch upwind and away from the closest proximity to the no-fly zone.