

PINE RIDGE FLYERS CLUB RULES

A copy of these rules must be available to all RPAS pilots using this site, either electronically or in print. The club will endeavor to provide a copy at the site.

Administrative

All persons using this modeling site must:

1. be MAAC members in good standing. No pilot is allowed to fly without MAAC membership. Anyone found to be flying without will be grounded.
2. be members of the Pine Ridge Flyers Club, or an invited guest and
3. agree to follow the MAAC Safety code and all other club rules.
4. Guest pilots are allowed 3 visits per year and must be accompanied by a club Member who must also ensure they have MAAC coverage and are instructed on the flying policy of the club.
5. All vehicles to be parked along the edge of the field. No parking near the pilot Stations.

In the event of an emergency, phone (9-11) and the civic address for first responder is the corner of Beagle club road and Bowmanton Road.

Normal operating procedures and Club safety rules

- (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 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) All take-offs and landings to be conducted from flight stations, take-offs can be conducted with pilot standing behind the aircraft, pilot must then return to flight station. All take-offs and landings must be called if other pilots are flying.
- (6) The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs shall be at pilot discretion after

talking to other pilots.

- (7) Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
- (8) Our flying area is 1300 by 1300' and has a no no-fly zones over the house to the northeast. All flying to be flown within the property boundaries, NO flying within 30 meters of the house in the Northeast corner, or the trees to the South, there is a house just over the trees.
- (9) Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
- (10) Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
- (11) 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 Coburg. Night flying is not allowed at our Club unless your RPA is brightly lit.
- (12) While most pilots appear to fly Electric Aircraft, many of us also fly Nitro. The noise level should ideally be no more than 90db at 10ft with the aircraft held 3ft from the ground, with the reading taken on the exhaust side.
- (13) While it is recommended that no one flies on their own, it is the pilot's responsibility if they choose to fly without anyone present.
- (14) Visual observers and MAAC "spotters" are optional at our site. The following are club procedures for ensuring full scale aviation safety:
 - 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.
 - ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.

- 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.

(15) 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:

- 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.
- 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.
- If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.

(16) 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:

- If cloud is present below 1000' above the model flying area
- a horizontal visibility requirement of less than 3sm around the flying area, and
- if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

(17) There are no other risk mitigating strategies required at NAME Flying Club. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.



