

Bonnyville Rc Flying 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

Membership: All members who fly at the club field must be members in good standing and be in possession of current MAAC membership.

All members who fly at the club field shall be in possession of Basic RPAS certification or Advanced Certification.

Members shall endeavour at all times to keep the pit area of the club and surrounding parking lot area free of debris and litter.

The field will be mowed on a regular basis and if need be, members shall take turns cutting grass at the field.

In accordance with Transport Regulations, MAAC guidelines and provincial laws and regulations no member shall fly at the club field within 12 hours at minimum of consuming alcohol, THC, or any other mind altering drug.

Smokers must use the ash can and ensure that all cigarette butts are properly and safely disposed of - no cigarette butts shall litter the field area.

In the interest of safety for all concerned, small children shall not run or play in the pit area.

Spectators and non-flying members must remain at a safe distance of at least 10 metres from the pit area fence.

A fire extinguisher and first aid kit are in the club shelter. All flyers must make themselves aware of the location of these important items.

All pets must be leashed at all times. The club discourages the bringing of pets to the field.

Normal Operating Procedures and Club Safety Rules:

Model assembly should be done in the designated area or under the sunshade.

Batteries shall not be connected to electric models unless the model is restrained in the start up area - no exceptions.

Gas / glow turbine models must be restrained in the start up stands or similar, located in the start up area. Do not conduct prolonged tuning if other pilots are flying.

The direction of take=off landing, and traffic pattern will be determined by prevailing winds. If no wind, all take offs etc shall be easy or west, but away from the sun.

Hand launching and bungee launching shall be done in agreement with any pilots flying - normally off to one side of the pilot stations.

Our flying area as measured from the centre of the pilot stations is a 900 foot box left, right and straight out. Refer to the site flying area map for no-fly zone depictions. Out flying area shall be in the aforementioned box 900 feet to the south of the pilot box and 1000 feet to the left and right, there being no dwellings of any sort within 1 mile of the box area.

There shall be no flying to the north of the field area at any time - no exceptions.

Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying there. Members who enter the runway area shall loudly shout "on the field" and be doubly sure they are noted by the visual observer.

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

If there is an accident requiring emergency services cellular service is adequate to call 911.

Pilots may fly in formation if they agree to do so. There is no limit on the number of airborne RPA.

All pilots shall give due consideration to new pilots or pilots in training and not fly near them or in any manner so as to harass or intimidate them.

Bonnyville RC Flying Club operates within 3NM of an aerodrome as listed in the CFS/Transport Canada.

The aerodrome name is the Bonnyville Municipal Airport and it is located 2.91 nautical miles southwest of our modelling site.

Except for Bonnyville Municipal Airport there are no CFS RPA procedures and no other CFS RPO comments that affect our modelling site. Our RPAS activity at our site will not affect the normal or expected traffic pattern.

In the event of a fly-away towards Bonnyville Municipal airport you may call the operator (780-826-5724) and advise them of the issue.

Bonnyville RC Flying Club members should check for all 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 modellers to reference.

The club executive has contacted the operator of Bonnyville Municipal Airport and they have expressed no issues with our RPAS site.

No flying will commence until half an hour after sunrise and will end a half hour before sunset. The time of which is on the Weather Network APP for the town of Bonnyville. Night flying is not allowed at the Bonnyville Club unless your RPA is brightly lit.

Visual Observers:

Visual Observers and MAAC spotters will be used at our site.

When any member or other person spots a full-scale airplane that might come near the site, they are to tell out "full scale aircraft" in a loud voice.

All pilots must immediately descend to as low an altitude as possible and then land as soon as safely possible.

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 the determination themselves, and keep on flying.

Safety Concerns/Mishaps:

If there is any time 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 to the Club executive and follow MAAC policy with the following exceptions:

If the member(s) involved believe the risk was minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy to the club executive when able and recall you must keep this form for one year. 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 an actual contact between an aircraft and an MAAC RPAS - All flying will cease until MAAC confirms we may resume operations.

Other Flying Guidelines:

No flying will occur if cloud is present below 1000 feet above the flying area.

A horizontal visibility requirement of less than 3NM around the flying area.

If there are other visibility obscuring conditions such as fog, smoke haze which could make spotting full-scale aircraft difficult.

There shall be no flying if thunderstorms are near or overhead - no exceptions.

The club executive shall review these rules once a year.

Visual Observers:

Club requires visual observers for the following conditions:

RPAS weighing more than 15 kg and flown above 300 ft.

The sole role is to scan the sky for approaching full-scale aircraft - do not watch the RPA pay particular attention to any direction a full-scale aircraft is approaching from.

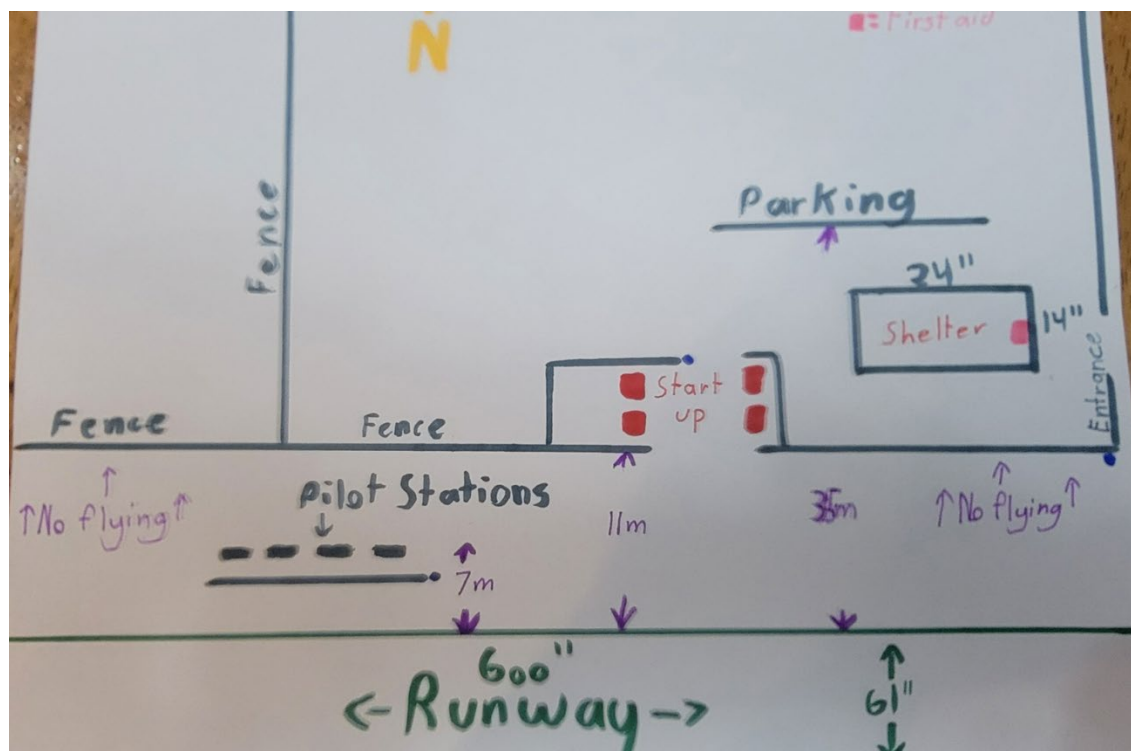
The visual observer should stand or sit at the start-up area closest to any pilots flying, but away from the start-up stands in use. Be close enough so the pilots can hear you.

When spotting a potential contact - yell, 'full scale aircraft,' in a clear, loud voice.

When you believe that the airplane is no longer a problem, yell, 'all clear!'

Wherever a visual observer is required, all other club members must keep necessary ambient noise to a minimum. No run ups on adjacent start-up stands.

It is not the purpose of the observer to watch the pilot fly or engage in talk with him. The observer's purpose is to watch for any approaching full-scale aircraft or impending dangers such as large flocks of birds, etc...



BONNYVILLE AB**CYBF**

REF	N54 18 17 W110 44 28 2N 13°E (2016) UTC-7(6) Elev 1839' A5015 LO1 CAP	
OPR	MD of Bonnyville No.87 780-812-5000 Reg	
PF	B-1 C-2,3,4,5,6	
FLT PLN	FIC Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) ACC Edmonton IFR 888-358-7526 WX AUTO 780-826-5293 (see COMM)	
SERVICES	Call out chg may be levied for one or more svc	
FUEL	100LL (Self serve, Visa or MasterCard, Bonnyville Flying Club), JA (FSII avbl) (Self serve Visa or Mastercard, plus in-house cards) 780-826-6885 Bonnyville Air Services (1980) Ltd	
OIL	All	
RWY DATA	Rwy 08(077°)/26(257°) 4434x75 ASPH Thld 26 displ 513'	
RCR	Opr Ltd maint	
LIGHTING	08-(TE ME) P1, 26-(TE ME) P1 ARCAL-123.2 type K	
COMM	ATF ttc 123.2 5NM 4900 ASL AUTO 122.975	
PRO	IFR dep, ctc Cold Lake tml 780-840-8000 Ext 8594. Due to jet blast/fumes concerns, acft turning on the main ramp should avoid directing their engine blast toward the hg.	
CAUTION	Unmarked P-lines along S side of the aprt access road.	