

Black Widow Squadron 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

1. To fly at this club/field all pilots must have a valid MAAC membership and Advanced RPAS
2. MAAC card and **Advanced RPAS certificate** must always be carried when flying at this field.
3. All flying must be done in accordance with the most current MAAC policies, procedures, and safety code. Details can be found at the following website:
<http://www.maac.ca/en/documents.php>
4. If there is an accident requiring emergency services, cellular service is adequate to call **911**. **The civic address is 54417B RR 261 Sturgeon County.**

NORMAL OPERATING PROCEDURES AND SAFETY RULES

5. All aircraft must be identified with the owner's name, MAAC number and phone number as well Transport Canada ID number.
6. All flying is to be done north of the pilot stands as well as below 400ft AGL.
7. N.W to S.E and N to S runways are for takeoff and landings only.
8. No Helicopters, Drones on Multicopter aircraft are permitted without authorization of the Landowner. No 3D flying without landowners' permission.
9. Model assembly should be done in the designated pit area.
10. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
11. Gas/glow/turbine 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.
12. 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.
13. Hand launching and bungee launching shall be done in agreement with any pilots flying, normally off to one side of the pilot stations.

14. Our flying area as measured from the center of the pilot stations is a box 334m left, 301m right and 295m straight out. Refer to the site flying area map for no-fly zone depictions. The flying area is a rectangle box 635m wide by 295m deep.
15. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
16. A fire extinguisher must be present for all powered RPA operation.
17. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Black Widow Squadron Flyers 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:

18. The aerodrome name is Delta Helicopters, and it is located 0.84 nautical miles SE (direction) of our modelling site.
19. Except for Delta Helicopters there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
20. In the event of a “fly-away” towards Delta Helicopters, you may call the aerodrome operator at 780-458-3564 and advise them of the issue. Our site is in controlled airspace per CAR901.15 list the phone 780-458-3564
21. Black Widow Squadron Flyers club members should check for Delta Helicopters 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.
22. The club executive has contacted the operator (OPR) Delta Helicopters, and they have expressed no issues with our RPAS site. (Operations Manager Gerry Corley-Smith. April 18 2023.)
23. 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 **St Albert**. Night flying is not allowed at Black Widow Squadron Flyers Club unless your RPA is brightly lit.
24. 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.

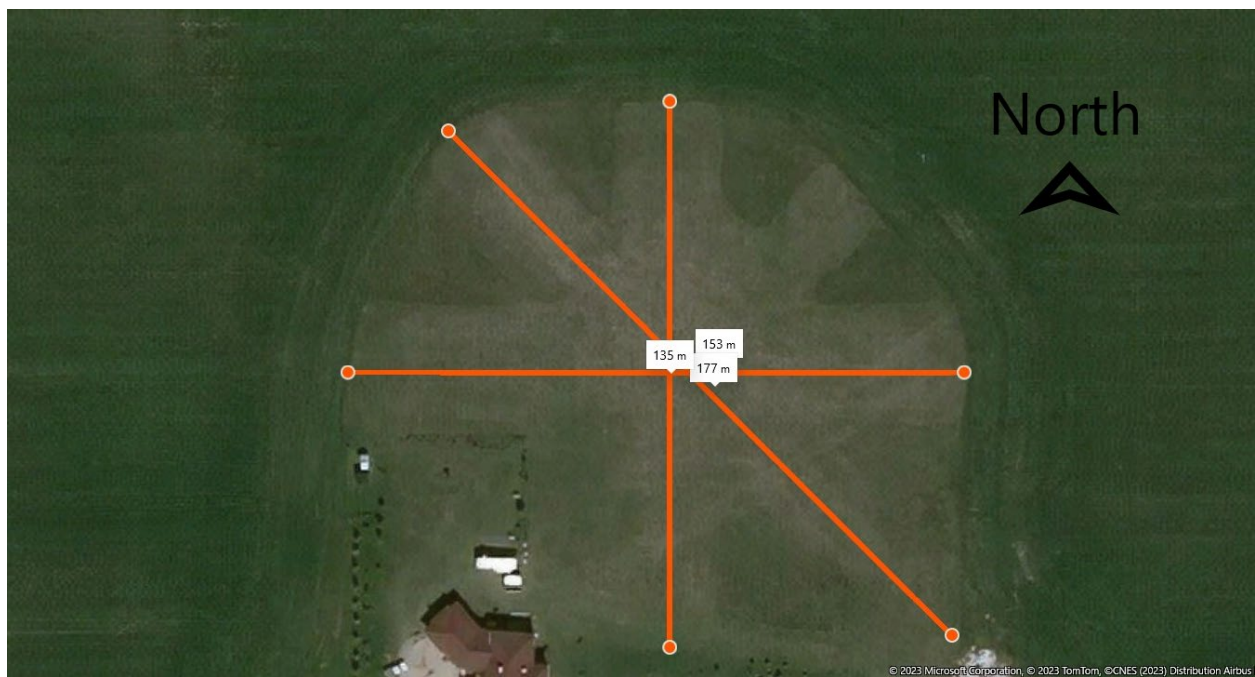
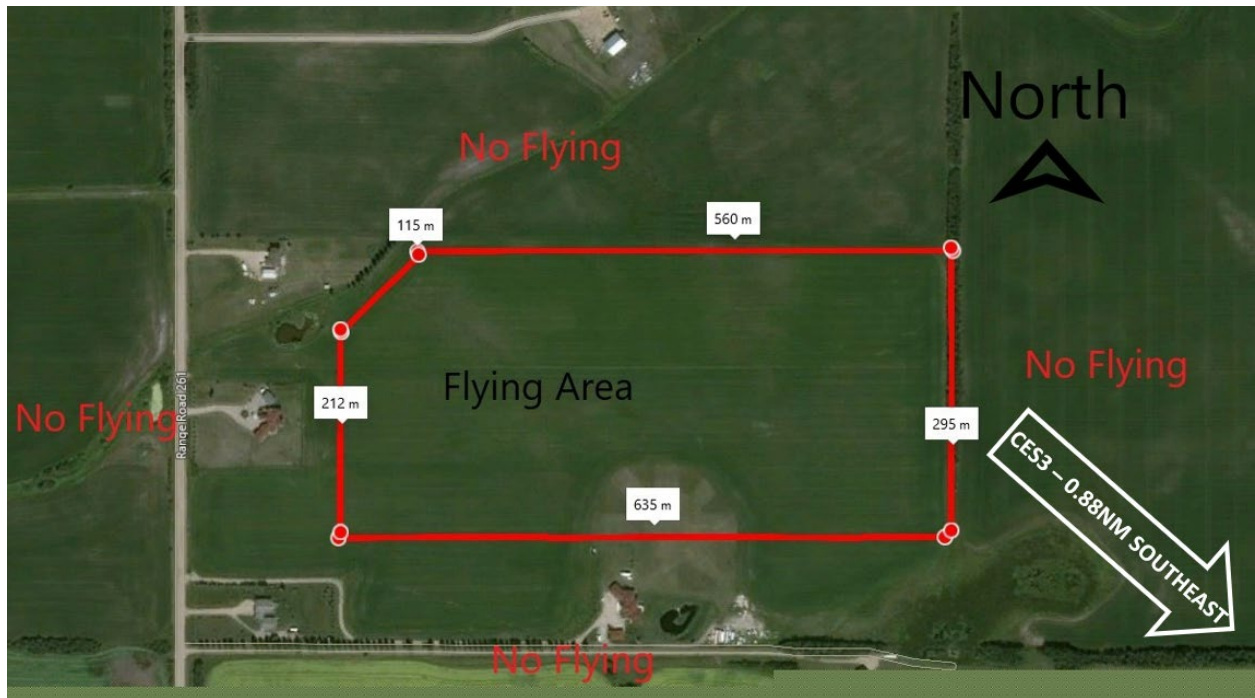
- c. When the full-scale airplane is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the pilots may make that determination themselves, and resume flying.
25. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, ALL FLYING SHALL 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:
- d. 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.
 - e. 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.
 - f. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
 - g. This process is for your protection.
26. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
- h. If cloud is present below 1000' above the model flying area a horizontal visibility requirement of less than 3sm around the flying area, and
 - i. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
27. There are no other risk mitigating strategies required at Black Widow Squadron Flyers Club.
28. The Club executive will review these rules at least once a year.

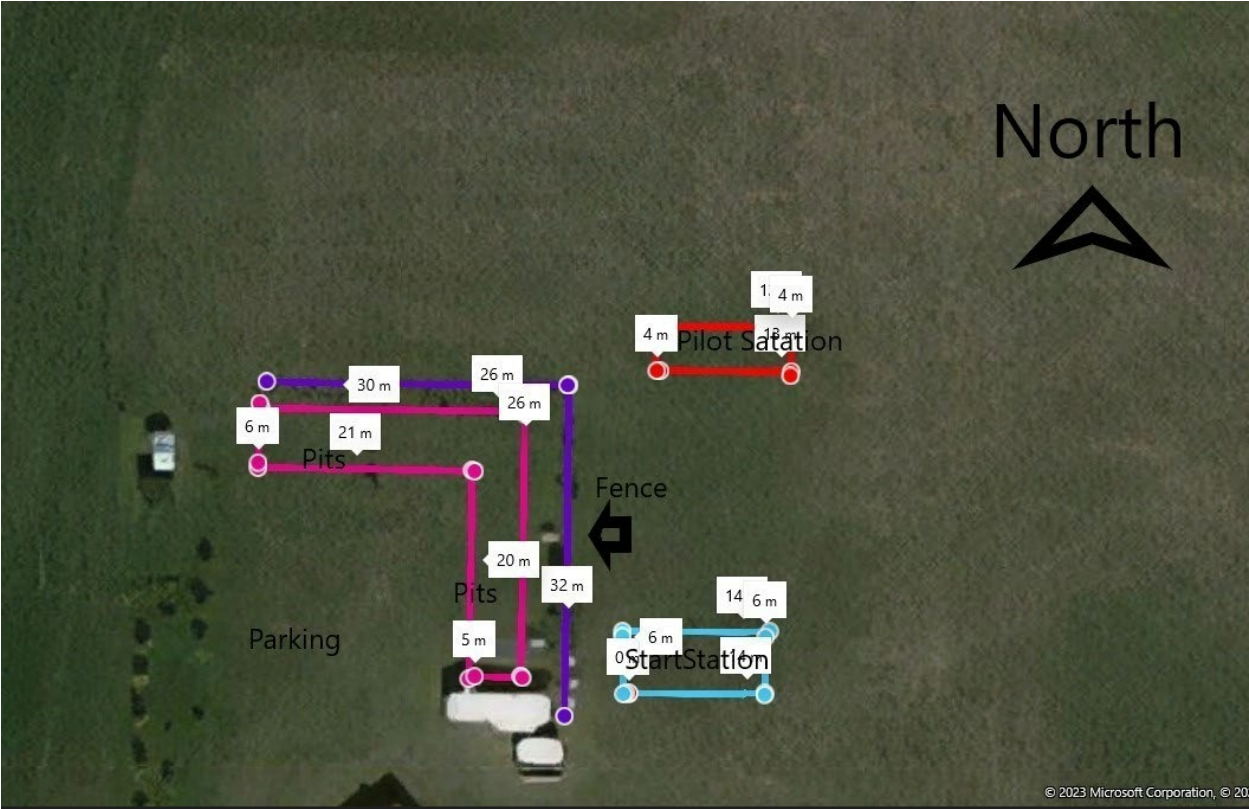
Black Widow Squadron Flyers Club requires visual observers for any of the following scenarios.

1. Night Flying

When visual observers are required, the club rules should be something as follows:

- A. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
- B. The visual observer should stand or sit close to any pilots flying, but away from the start up stand in use. Be close enough so they can hear you.
- C. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
- D. When you believe the airplane is no longer a problem yell – ALL CLEAR.
- E. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.





ALBERTA		AERODROME/FACILITY DIRECTORY	
EDMONTON / ST. ALBERT (DELTA HELICOPTERS) AB (Heli)		CES3	
REF	N53 41 12 W113 41 14 3.5NW 15°E (2014) UTC-7(6) Elev 2265' VTA A5015		
OPR	Delta Helicopters Ltd 780-458-3564 Cert PPR		
PF	A-1 C-2,3,4,5,6		
FLT PLN	<div><div>FIC</div>Edmonton 780-890-8386 or Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)</div> <div><div>ACC</div>Edmonton IFR 888-358-7526</div>		
HELI DATA	FATO/TLOF 86' dia GRAVEL Safety Area 115' dia Max heli overall length 57'		
RCR	Opr Daylight hrs		
COMM	<div><div>ATF</div>tfc 123.2 2NM 3400 ASL</div>		
PRO	Arr/dep 074° & 344° curved fr heli, slope 8% (H3). Edmonton Intl Class C airspace 4600 ASL and above overlies A/D. TRANSPONDER MANDATORY - Acft operating in Edmonton Class C require a discrete transponder code which may be obtained by filing a flt pln or ctc 888-358-7526 at least 30 min prior to entering.		
CAUTION	Power lines 131' SW & 492' E fr heli marked with ball markers.		