

Peterborough Radio Control Model Flying Club Inc.

Club Rules 2023

Administrative

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be members of the Peterborough Radio Control Model Flying Club (PRCMFC), or an invited guest and
3. agree to follow the MAAC Safety code and all other club rules.

In the event of an emergency, phone 9-11 and the civic address for first responder is 596 County Road 8, Douro-Dummer.

Normal operating procedures and Club safety rules

These rules are available in print or online. A copy of these rules must be available to any member who is operating an RPAS. The club will endeavor to keep a copy at the flying site.

This club allows the following modeling categories:

RPAS, Tethered (control line), Free flight.

1. A fire extinguisher must be present for all powered model operations.

For members operating RPAS at this site:

2. All members shall follow the Canadian Aviation Regulations for RPAS.
3. All pre-flight inspections or assembly shall be done in the designated pit area.
4. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up pit area – no exceptions.
5. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up pit area. Do not conduct prolonged tuning 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 etc. shall be East to West or West to East, pilots choice. The pilot must inform other pilots of his intent by calling out landing when starting the landing pattern.
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 North 400M, East North East 500M and West South East 500M from the pilot stations. Additional detail on the attached PRCMFC Field Layout, Figure, 1 and Google Map of the Flying Area, Figure 2. No flying is permitted over

the pilot stations and the start-up pit area or behind, South, of these areas.

9. Recovery of a RPA that lands/crashes on the runway or 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. The club has a limit of 5 airborne RPAs.
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 City of Peterborough. Night flying is not allowed at the PRCMFC. Also running of gas or glow engines is not permitted before 9:00 AM.
12. 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.
13. Our site is in uncontrolled airspace so there is no need to notify ATC in the event of a fly-away.
14. 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.
15. 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:

- a. If cloud is present below 1000' above the model flying area
- b. a horizontal visibility requirement of less than 1 Statute Mile around the flying area, and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

16. There are no other risk mitigating strategies required at PRCMFC. The MAAC "see and avoid" technique has been determined to be adequate to ensure aviation safety.

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

PRCMFC RULES SPECIFIC TO THE BROWN'S FARM FLYING SITE

1. PRCMFC members are to enter and leave the site by the prescribed road.
2. Members must not drive on the owner's former airstrip. Drive all the way to the east end of the property to turn around.
3. There shall be no running of model engines or flying before 9:00 am, *except electric, CO2, and rubber powered aircraft.*
4. Flying is permitted to the West, North and East of the pit area. The flight line to the North is defined by an imaginary line 7 metres to the North of the pilot station pads and the fence separating the pilot area from the flying area and extends to the West and East defined in Figure 1. Flying to the west of the pit area must be a minimum of 40 metres from the adjacent parking area and North of Mr. Brown's wind sock. Flying to the east of the pit area must be 40 metres from the pits and North of ½ the distance from the field to the neighbour's homes.
5. Because of the fire risk fuel powered turbine aircraft are not permitted.

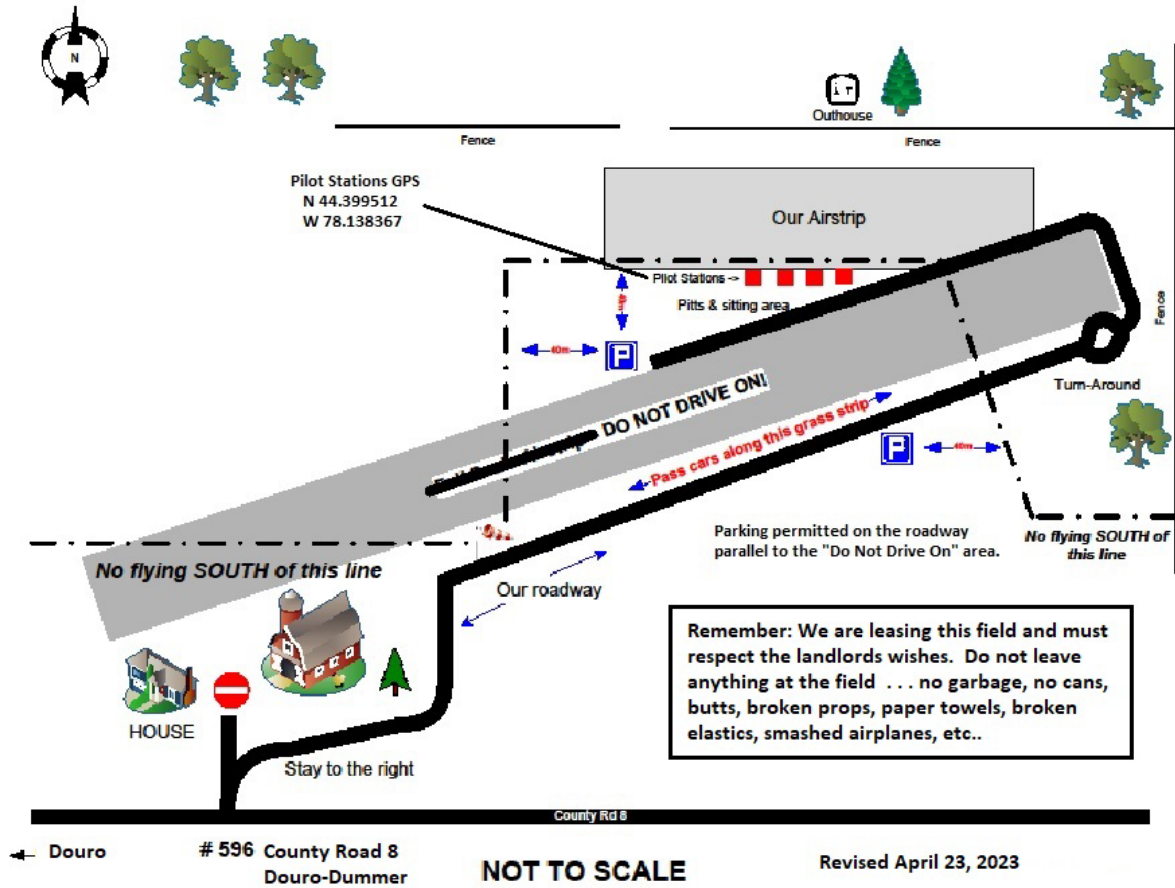


Figure 1 – PRCMFC Field Layout



Figure 2 - Google Map of the PRCMFC FLYING AREA