

Boundary Barnstormers R/C Model Flying Club (BBRCFC) Rules – Bartlett Field (Municipal Sports Field)

Administrative

1. To use Dick Bartlett Park, BBRCFC members must be a current member in good standing of MAAC and have paid their yearly club dues.
2. Flying models are to be of smaller scale electric power only
3. Field use is to be booked and approved as per guidelines from the City of Grand Forks (currently the RDKB website calendar) before flying can take place.
4. These rules are available on the MAAC.CA website under clubs listings, Zone C, BBRCFC link, fields tab, or ask your club president. A current printed or electronic copy **must** be carried by members using the field.
5. RPAS pilots using this site are required to possess an **Advanced RPAS Certificate** and comply with these rules.
6. Other pertinent rules to use the site are:

Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done at your vehicle or in the designated pit area.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
3. 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.
4. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
5. Our flying area as measured from the center of the pilot stations is a box 300ft/91.4m left, 300ft/91.4m right and 175ft / 53.4m straight out. Refer to the site flying area map for no-fly zone depictions. At no time should the RPAS leave the perimeter fence of the park and shall be immediately flown back to the flight box. If it is a flyaway situation the pilot must verbally declare the situation and all other aircraft must land. All available members are to assist in tracking/retrieving and reporting the incident in accordance to the club rules.
6. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
7. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is **Dick Bartlett Park, 70th Ave and 19th Street, Grand Forks**
8. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
9. The radio frequency control system must be adhered to at all times to insure freedom from radio interference between equipment operating on interacting frequencies. (72mhz) A frequency pin must be placed in the corresponding frequency slot on the frequency board denoting the frequency of the transmitter before the transmitter can be turned on. (The Pilot must have clearance on his/her frequency before turning on the transmitter.)

BBRCFC operates within 1nm of a **certified heliport and 3nm of a registered aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:**

The aerodrome name is Grand Forks Airport (CZGF) and it is located 1.4 nautical miles southeast of Bartlett Park

The certified heliport name is Boundary Hospital (CGF4) and is located 0.45nm northwest of Bartlett Park

1. The aerodrome has one paved runway (07/25) and is home to general aviation aircraft only. Current flyable aircraft are: 1 Piper Cherokee, 1 Piper cub Home built, 1 Pitt's Home built, 1 Cessna 172, 1 Cessna Skymaster 337, 1 Cessna 150, 1 Boeing P12 Bi plane, 1 Cessna 177 Cardinal, 1 Vans RV6 Home built, 1 Kitfox Home built.
2. Potentially a medivac helicopter may fly over Bartlett Park site from the northwest, but should be well above 400ft.
3. Except for CZGF comment about RPA activity in the CFS, there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CZGF, you may call the aerodrome operator (Airport Attendant) at 250 443 4183 and advise them of the issue.
5. In the event of a “fly-away” towards CGF4, you may call the heliport operator (Lynford) at 250 443 1093(cell) or 250 443 1678 and advise them of the issue. Bartlett Park is in **uncontrolled airspace** so there is no need to notify ATC
6. BBRCFC club members should check for CZGF/CGF4 related NOTAM either using the [NAV CANADA NOTAM](#) portal or using RPAS Wilco app or similar. If you are the only pilot of the day or in a group of pilots, one printed copy of the RPAS Wilco site survey, should be available for reference.
7. The club executive has contacted the operator (OPR) of CZGF, and they have expressed no issues with Bartlett Park as a RPAS site. The club executive has contacted the operator (OPR) of CGF4, and they have expressed no issues with Bartlett Park as a RPAS site.
8. 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 Grand Forks. **Night flying is not allowed at Bartlett Park.**

Further operating procedures include:

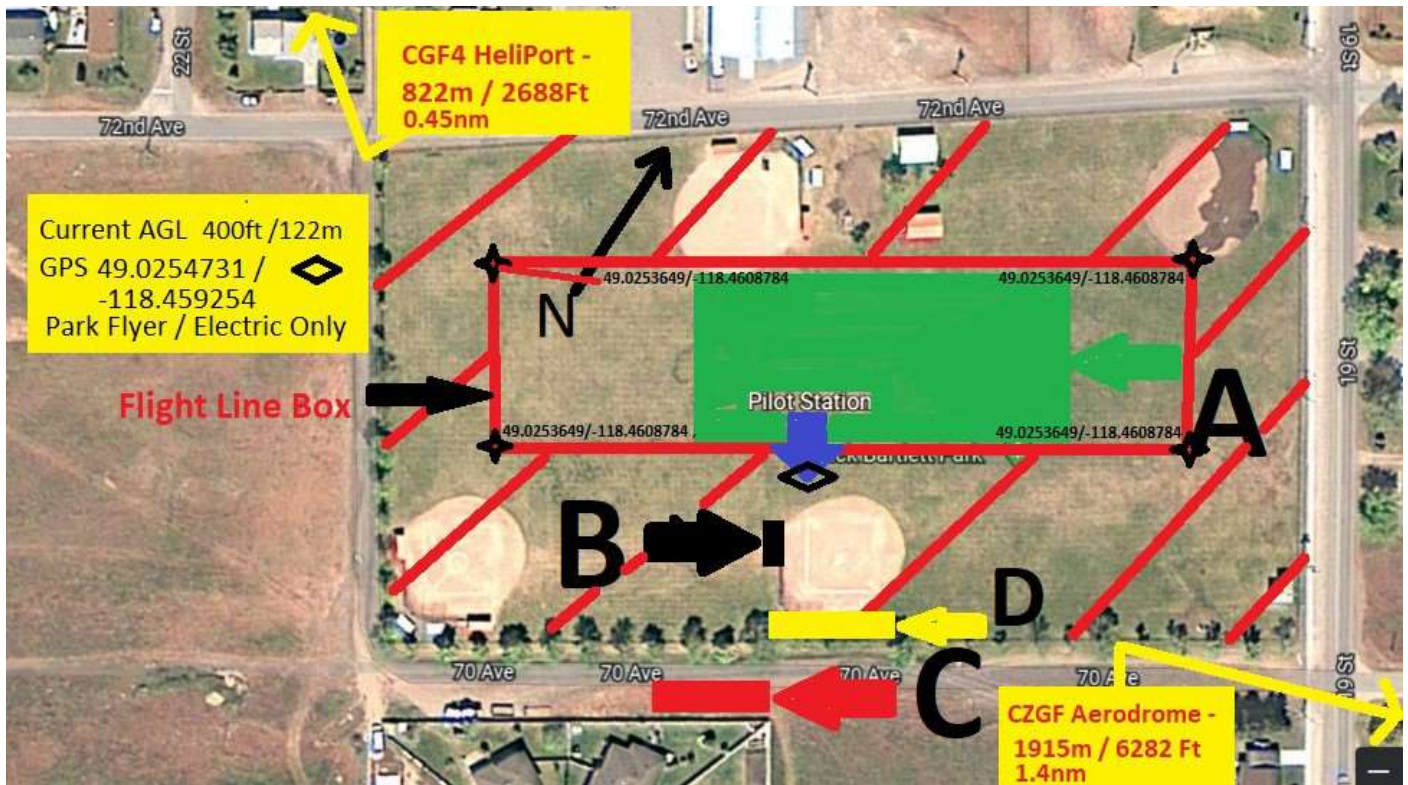
9. Visual observers and MAAC “spotters” are required at Bartlett Park. The following are club procedures for ensuring full scale aviation safety:

- a. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “AIRPLANE/Helicopter” in a loud voice or any other means to bring this to the attention of pilots with RPAS that are airborne.
 - 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.
 - d. The sole role for the observer 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.)
 - e. The visual observer should use the Club handheld receiver to monitor the 123.2mhz for CZGF and CGF4.
 - f. Those members or additional observer not engaged in flying shall also watch the field perimeter for public entering the field from the other access points along the fence. Verbal notification will be given to pilots with airborne RPA as to where the person(s) entered and refrain from flying in that area of the flight box or to land dependant on circumstances. One of the members or a designate is to notify the on comers to remain at the field perimeter until such time as the flying has concluded for the day.
10. Club members are responsible for controlling spectators and will enforce spectator area boundaries at all times.
 11. No new or repaired aircraft is to be flown until completely checked over by the designated club flying Examiner(s)
 12. Before each days flying of any model, a radio equipment ground range check is required at the flying field. Follow mfg recommendations
 13. All initial turns after takeoff will be away from the pits, spectators, buildings. No flying what so ever will be allowed on the spectator and pit side of the runway flight line. All pilots will have their back to the pit area when flying in order to conform.
 14. Takeoffs are to happen after clearing the pilot stations. Hand launches are to be directed into the wind and not in a direction of any persons. Landed aircraft are to clear runway as soon possible. Landing aircraft have the right of way.
 15. There shall be no pyrotechnics deployed on the flying site.
 16. No alcohol/cannabis/drugs are to be consumed on site and no flying under the influence.
 17. 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.

Weather Requirements

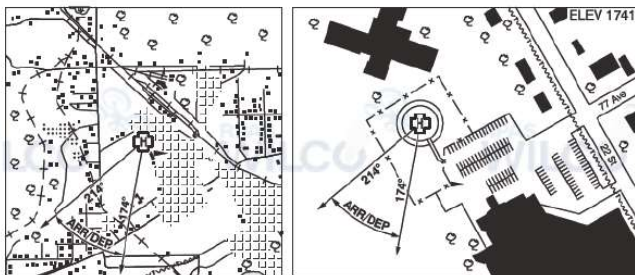
18. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a. If cloud is present below 1000' above the model flying area
 - b. a horizontal visibility requirement of less than 3sm around the flying area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
 - d. If you can see Spencer Hill, Cell Towers on Observation Mountain, and the peak of Rattlesnake Mountain clearly, flying is normally permitted.
19. There are no other risk mitigating strategies required at Bartlett Park.
20. The Club executive will review these rules at least once a year.



CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

BRITISH COLUMBIA AERODROME/FACILITY DIRECTORY

GRAND FORKS (BOUNDARY HOSPITAL) BC (Heli) CGF4

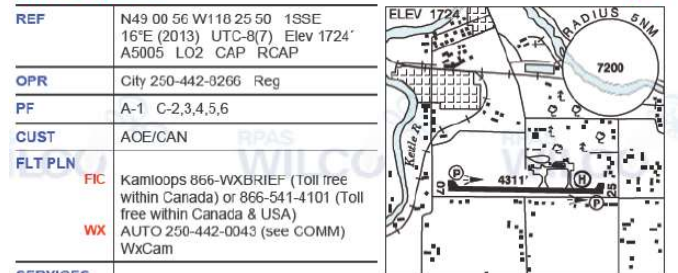


REF	N49 01 50 W118 28 12 Adj 16°E (2014) UTC-8(7) Elev 1741' A5005
OPR	Boundary Hospital 250-443-1678 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia ASPH Safety Area 115' dia RCR Max heli overall length 57.4' Opr
COMM	RCO Pacific rdo 125.85 (FISE) 126.7 (bcst) ATF Grand Forks t/c 123.2 5NM centred on Grand Forks A/D 1.8NM ESE 4700 ASL
PRO	Arr/dep btwn 174° - 214° fr heli, Slope 8% (H3), day only (CAR 602.96).
CAUTION	Marked P-Line 345° NE to SW of heli 41 AGL, 2 prkg lgts and windsock 160° SE of heli.

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

BRITISH COLUMBIA AERODROME/FACILITY DIRECTORY

GRAND FORKS BC CZCF



REF	N49 00 56 W118 25 50 1SSE 16°E (2013) UTC-8(7) Elev 1724' A5005 LO2 CAP RCAP
OPR	City 250-442-8266 Reg
PF	A-1 C-2,3,4,5,6
CUST	AOE/CAN
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) WX AUTO 250-442-0043 (see COMM) WxCam
SERVICES	FUEL 100LL, JA 250-443-4183 OIL 80, 100, 15W-50 S 1,3,4,5
RWY DATA	Rwy 07(074°)25(254°) 4311x100 ASPH Rwy 25 up 0.78% RCR Opr Ltd win maint 1500-2330± Mon-Fri exc hols. O/T 2 hrs PN. Call out chg may be levied.
LIGHTING	07-(TE ME) P1 4", 25-(TE ME) P1 4" ARCAL-123.2 type K key mic 5 times to activate. Ngt use only. See PRO.
COMM	RCO Pacific rdo 125.85 (FISE) 126.7 (bcst) ATF t/c 123.2 5NM 4700 ASL AUTO 122.55
PRO	Only pilots auth by the Aprt Opr in accordance with the Aprt Ops Manual can use the aprt dur hrs of darkness. Ngt circuit alt W 3200 ASL, E 2800 ASL. See VTPC ngt circuit pro. Rgt hand circuits Rwy 25 (CAR 602.96).
CAUTION	Remotely Piloted Aircraft (RPA) ops in vic. N of rwy and radio ctrl alt flying, monitoring ATF.

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements.

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

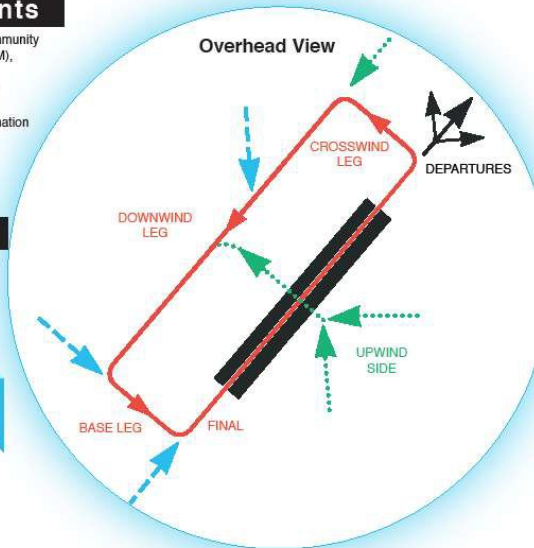
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

Transiting Aircraft

Overflying Aerodromes (See TC AIM RAC 5.5)

Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome. [Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedures (see TC AIM 4.5.7)
Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

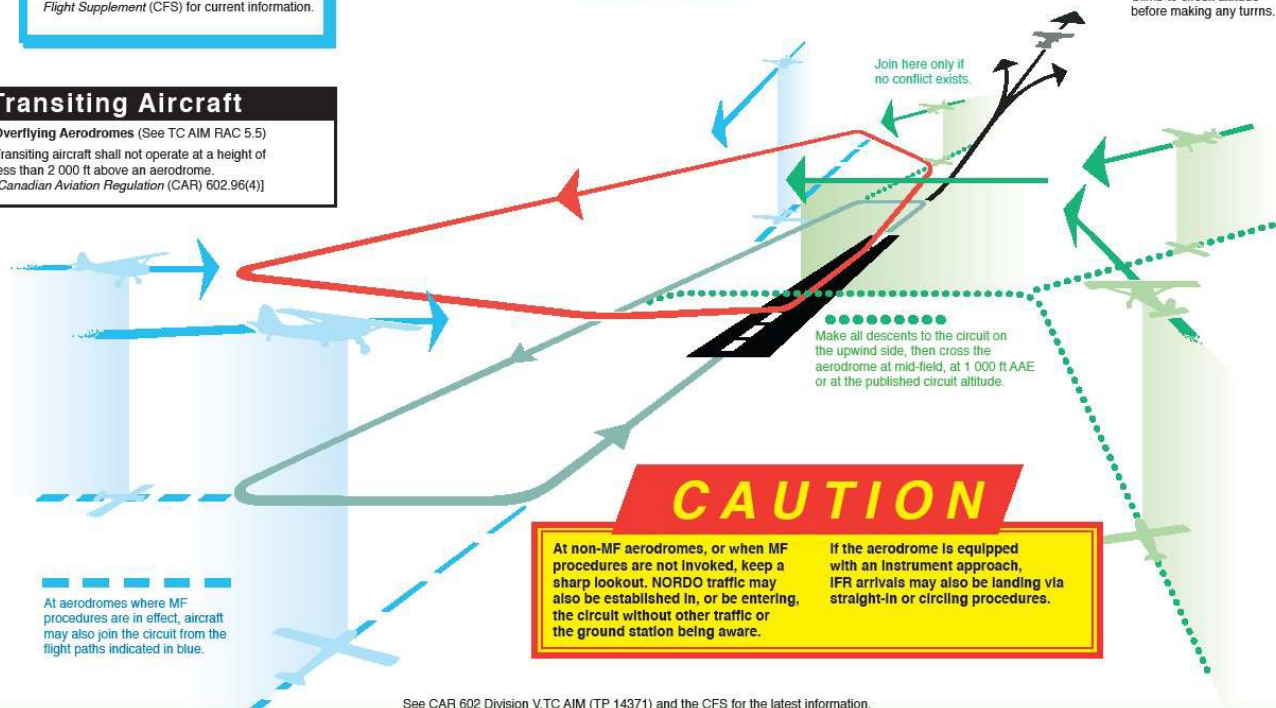
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

DEPARTURES

Climb to circuit altitude before making any turns.



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an Instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.