

# Tall Pine Lane Personal Water Flying Site Rules

## Administrative

Tall Pine Lane Personal Water Flying Site operates primarily electric powered RPAS or surface vehicles from the Kill Dog Cove shoreline of Sherbrooke Lake near the end of Tall Pine Lane.

There will be absolutely no flying by pilots under the influence of drugs or alcohol.

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be an invited guest of Jeff Kaulback, and
3. agree to follow the MAAC Safety code and all other PFS rules.

In the event of an emergency, phone 911 from a cellular device (there are no telephone land lines on site). GPS coordinates for first responders are 44.654467, -64.616127 (44°39'16.1"N 64°36'58.1"W) and the physical location is at the lake end of Tall Pine Lane in Parkdale. Tall Pine Lane begins at 3262 Barss Corner Road.

## Normal operating procedures and PFS safety rules

These rules are available in print or through an email request to Jeff Kaulback, the property owner. A copy of these rules must be available to any member who is operating an RPAS. The owner will endeavor to keep a copy at the flying site.

This site is in uncontrolled airspace and is more than 3 nautical miles from any registered aerodrome. No special requirements are needed to operate model aircraft other than the MAAC Safety Code and if flying RPAS, follow the Canadian Aviation Regulations.

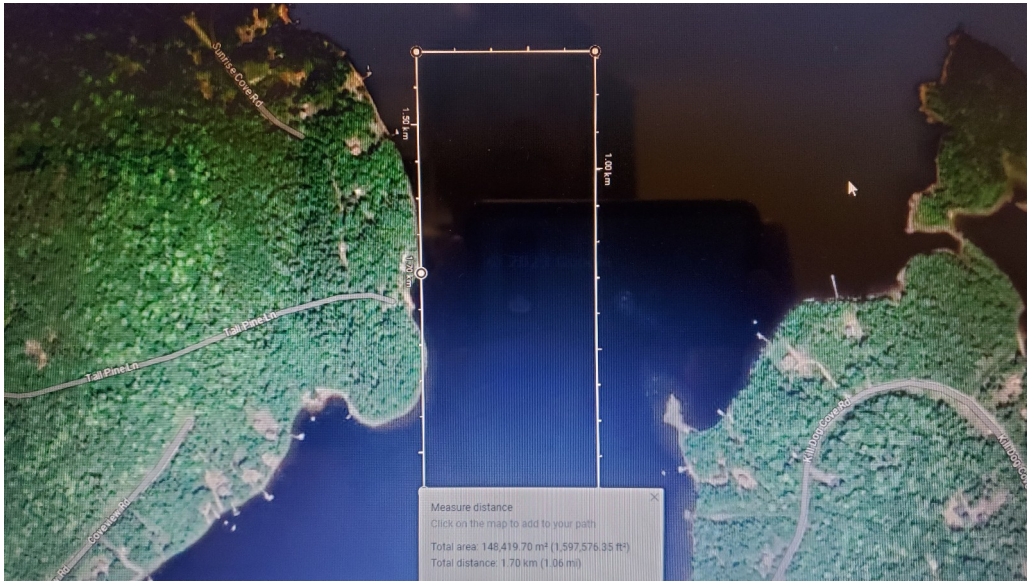
For members operating RPAS at this site:

1. All members shall follow the Canadian Aviation Regulations for RPAS in the absence of an active exemption from Transport Canada and/or NAV Canada. During an active exemption, members will comply with the terms of the exemption.
2. MAAC members should check for NOTAM related to this site's location by using the [NAV CANADA NOTAM](#) portal, the RPAS Wilco app or some equivalent and current reference.
3. All pre-flight inspections or assembly shall be done in an area away from the shoreline and within the owner's property boundaries.
4. Batteries shall not be connected to electric powered airplane models unless the model is restrained at the time the battery connection is made – no exceptions. In the case of multi-rotor models, a throttle kill or motor disarm provision must be active at the time the battery connection is made.
5. Internal combustion engine powered models must be restrained and started in start-up stands or similar, located away from the shoreline, within the owner's property boundaries and supplied by the model pilot.
6. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be up to the pilots to determine.
7. Hand launching and bungee launching shall be done in agreement and cooperation with any pilots flying from the site.
8. The flying area is roughly defined by a rectangle extending north and south of the rock point (GPS coordinates of the normal pilot's operating position on that rock point are [44.654456](#), [-64.615794](#)) by 1000' in

- both directions, and eastward 800', primarily over the water. Do not fly within 30 horizontal meters (or 100') of any person not involved in the operation or who has not agreed to be near RPAS operations.
9. Recovery of RPA that land/crash 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 area of Franey Corner. Internal combustion engine powered flights or run-ups will not commence before 0900 for the sake of noise control and in consideration of others enjoying the lake. Night flying is not allowed due to the potential for unseen paddlers being in the flying area.
  12. Visual observers and MAAC "spotters" are optional at our site for all VLOS operations, but become mandatory for FPV operations. The following are procedures for ensuring full scale aviation safety:
    - a. When any member or other person spots a full-scale aircraft 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. 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 MAAC 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 Jeff Kaulback, the site access property owner, when able and recall that the form must be kept for one year (CAR901.49 (2)). Resume flying when done.
    - b. If the member deems the event serious, flying will not resume until members are given permission by Jeff Kaulback, who is the site access property owner.
    - 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 each RPAS pilot's protection.
  14. No RPA or other model aircraft flying will occur below the mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
    - a. If cloud is present below 500' above the model flying area
    - b. a horizontal visibility requirement of less than 2sm around the flying area (as reference for that distance, the opposite shoreline must be visible to the NNE), and
    - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
  15. There are no other risk-mitigating strategies required at Tall Pine Lane Personal Water Flying Site. The MAAC "see and avoid" technique has been determined to be adequate to ensure aviation safety.
  16. Jeff Kaulback and the SSRFC Executive will review these rules at least once a year.

## Diagrams

### Flying Area



The normal pilot flying position is on the rocky point (pictured below) at the shoreline of the owner's property. From that point, the boundary of the flying area extends north 1000', then east 800', then south 2000', then west 800' and then north 1000' to return to the pilot's position.

This site does not have fixed no-fly zones. It does have frequent surface activity by powered or paddled water craft and swimmers. As stated in rule 7 of this document, 30 meters (or 100') of horizontal separation must be given to any person or craft entering the operation area, even if it requires landing and/or ceasing flight operations.

There is occasional full-scale pilot-on-board flight operation on or over the surface of this site. RPAS pilots operating here will land their RPAs immediately to yield the surface and air space to any manned aircraft seen or heard by anyone at this site (obviously excluding commercial traffic thousands of feet above in established flight lanes).



## Aerodrome

The nearest registered aerodrome, CHL3, is located on Church Lake, 5.75 nm south of this site. The next closest registered aerodrome, CCA2, is located on New Germany Lake, 8 nm south west of this site. Neither of these aerodromes are close enough to restrict RPAS activity at this site.