

Huntsville RC Model Club Rules

Lake of Bays Site

Administrative

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be members of the Huntsville RC Model Club, or an invited guest and
3. agree to follow the MAAC Safety code and all other club rules.
4. No models other than electric shall fly before 9:00 AM.

In the event of an emergency, phone 9-11 and the civic address for first responder is **1031 Old Highway 117, Baysville.**

Normal operating procedures and Club safety rules

A copy of these rules must be available to all members while at the site. The club will assure copies are provided.

1. This location is for float or ski flying.
2. A fire extinguisher should be present for all powered RPAS operation.
3. Pilot stations are located on the private beach, or a boat anchored offshore. The flying area is 1000' square and will move with the pilot station location but in no instance is anyone to fly within 30meters of any other boats, swimmers, or private property.
4. Pilots shall remain within 1000' of launch area and keep their RPAS at least 30m away from docks and other boats.
5. Batteries shall not be connected to electric models unless the model is restrained, and other powered models shall be restrained prior to start up.
6. The direction of take-off, landing and traffic pattern will be determined by the prevailing winds. If no wind it will be determined by the pilots onsite.
7. Recovery of RPAS that land or crash will be done in agreement with any pilots flying. There is a canoe available at all times for recovery.
8. Pilots may fly in formation provided they agree to do so. No more than 4 in the air at once.

9. Flying is limited to half an hour after sunrise to half an hour before sunset unless flying with a properly lit RPAS.
10. Members should check for site related NOTAM either using the NAV Canada NOTAM portal or the RPAS Wilco app. If you are the first pilot of the day and have printed a site survey, please leave it at the site for fellow modelers reference.
11. Our site is uncontrolled airspace so there is no need to notify ATC in the event of a flyaway.
12. Pilots must always give way to full size aircraft.
13. Visual observers and MAAC “spotters” are optional at this 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.
14. In the event of a near miss or safety concern with a full-scale aircraft 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 risk was very minimal the members involved may complete their own self declaration or risk assessment using the MAAC form and submit a copy to MAAC and the club executive. This should be kept for one year. Flying may resume when this is done.
 - b. If the member or executive deems the event to be serious, flying will not resume until members are given permission in writing by the club executive.
 - c. If there is actual contact between an aircraft and a MAAC RPAS all flying will cease until MAAC confirms it may resume.
15. No RPAS flying will occur below the club’s mandated weather minimum.
 - a. If cloud is present below 500’ AGL.
 - b. If horizontal visibility is less than 1sm around the flying area.

- c. If there are other obscuring factors (fog, smoke, haze etc.) which could make spotting full scale aircraft difficult.

Lake of Bay flying area is within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

- a. The waterdrome name is Dwight (Fox Point – CFP2) and it is located 3.06 nautical miles north of our pilot stations site.
- b. The waterdrome is a private residence on the lake and is home to one private floatplane. The normal arrival and departure paths should not come near our flying area; however, vigilance is still required.
- c. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- d. In the event of a “fly-away” towards CFP2, you may call the aerodrome operator Dr Gary Magee at 705-635-2862 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

16. There are no other safety mitigations required, the MAAC “see and avoid” procedures have been deemed adequate.

17. The club will review these rules annually.

DWIGHT (FOX POINT) ON

CFP2

REF	N45 16 26 W79 00 43 Adj 12°W UTC-5(4) Elev 1100' A5000
OPR	Dr. Gary Magee 705-635-2862 Reg
PF	C-1,2,5 D-3,4,6
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES	S 7
A/D DATA	Open water mid Apr-Dec. Dock depth 4', sandy bottom.
COMM	ATF tfc 123.2 5NM 4100 ASL
CAUTION	Lgtd tower 300 AGL lctd 0.25NM N of A/D.

The map shows the coastline of Dwight (Fox Point) ON. Key features include Haystack Bay, Church Bay, Fox Point, and a dock. A radius of 5NM is marked around a point labeled 3200. The elevation is 1100. A scale bar at the bottom indicates distances from 0 to 6000 feet.

