

St. John's RC Flyers Witless Bay Line Field Rules

Administrative

All modellers using this site must:

1. be current MAAC members.
2. Be members of the St. Johns RC Flyers or an invited guest in good standing and
3. hold a current Transport Canada Basic or Advanced Pilot Certificate.
4. Agree to follow the MAAC Safety Code and all other club rules.

Visitors are welcome to fly as a guest of a Qualified Instructor using the Buddy box training method.

Members are responsible for any children in their care and should ensure they are in a safe place and properly supervised.

People wishing to smoke must do so in the designated area only.

Any generators must be located downwind from the pits.

Vehicles shall be parked in established parking areas.

No alcohol or cannabis are allowed at the flying field.

Animals brought to the field by spectators or members must always be restrained.

The last person leaving the flying site shall close and lock the gate.

In the event of an emergency, such as a fire, injury to any person or any other type of event requiring emergency services **call 9 -1-1 and give them our location** – 5km east of the junction of Hwy #1 and Hwy #13 on Witless Bay Line.

Normal operating procedures and Club Safety Rules

A copy of these rules must be available to any member who is operating an RPAS. The club will endeavour to provide all members with a copy at the site.

1. This site is for radio control RPAS and control line only – no other categories of modeling are permitted.
2. No flying will be allowed while field or grass cutting operations are being conducted.
3. RPAS and Control Line will not operate at the same time. Pilots will coordinate flight times through mutual agreement.
 - a) Control line pilots will fly in front of or west of the pilot stations.
 - b) RPAS Pilots must stand behind the pilot stations to fly their models, and no taxiing in the pits.
4. Please use designated starting stations or equivalent restraints for all aircraft. Batteries shall not be connected to electric powered models unless the model is restrained – no exceptions.
5. Charging battery packs must be supervised by their owners. Do not charge near anything flammable.
6. As a courtesy, pilots conducting a maiden flight should be afforded the entire airspace and field to themselves.

7. It is the responsibility of each pilot to ensure that his/her aircraft is airworthy.
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 city of St. John's. Night flying/modeling is not allowed at this site unless your RPA/model is brightly lit. For tethered aircraft to be operated at night the entire flying circle and buffer area must be well lit.

For members operating RPAS at this site:

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. Club members should check for St. John's (CYYT) 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.
3. All 72MHz and FPV flyers must place a pin on the relevant frequency board before turning their transmitters on and must remove the pin after turning their transmitters off.
4. 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 with the agreement of pilots flying.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. Our RPA flying area is rectangular in general shape and size – refer to attached diagram. NOTE – MAAC and CAR rules are NO FLYING with 30m of any non-MAAC person, property, or “thing” of value, however our flying area is free of any such items.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
8. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.
9. 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 or use the airhorn in the club house or ring the bell.
 - 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.
10. In the event of a “fly-away” our site is in uncontrolled airspace so there is no need to notify ATC. The nearest item of value or population center is beyond flying distance.
11. 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.

12. 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 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.

For members operating Tethered Aircraft (control line) at this site:

13. Control line pilot circles are to be established at sufficient distances to ensure other member safety.

14. There are no other risk mitigating strategies required at this site.

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



