
Ponoka R/C Flyers Club Rules and Guidelines at the Field

A copy of these rules must be available to all RPAS pilots while at the site, either electronically or in print. The club will endeavor to provide a copy at the site.

In an effort to promote safe and courteous flight operations at the Ponoka R/C Flyers Flying Field the following rules and guidelines have been compiled. Please be advised that our rules are based on the **MAAC Safety Code and Part IX of the Canadian Aviation Regulations**. Club rules are to be followed at all times. Guidelines are not mandatory; however, they should be followed whenever possible to enhance the quality and safety of our hobby.

Normal Operating Procedures and Club Safety Rules

Club Rules will be Enforced by All Club Members!

All Pilot must have either a Basic or Advanced RPAS Pilot Certificate.

All Pilots must be familiar with and abide by all relevant **Canadian Aviation Regulations**.

Valid **MAAC Insurance** required for flying.

The Ponoka RC flyers operates within 3nm of an aerodrome as listed in the CFS and is required to provide all members with the following information:

CEH3 Ponoka industrial airport (Labrie field) is located 1000M North West of our Flying site, traffic in the area is very light, their normal traffic pattern is flown West of hwy 2a with final approach for runway 34 and takeoffs from 16 passing west of our flying area, planes will occasionally cross North of our flying area, flights directly overhead are rare.

Our location is listed in the Canadian Flight Supplement.

The CEH3 aerodrome can be monitored on Unicom 123.3

In the event of a “fly-away” over Airport property you may call the aerodrome operator at (403) 704-4114 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

Ponoka R/C Flyers Club Rules and Guidelines at the Field

Full Scale Aircraft have the right of way at all times. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “FULL SCALE” in a loud voice.

ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.

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.

No model aircraft will be flown West of highway 2A. Our flying area as measured from the center of the pilot stations is 240M left, 200M right and 380M straight out. Refer to the site flying area map for no-fly zones the West boundary is defined by the tree line.

Our site is also within 3nm of Ponoka (Hospital and Care Center) CHC4 – Heliport CERT which is located 2.49nm north. The normal traffic pattern for CHC4 does not approach our flying site.

The first member to the field should check for Ponoka airport related NOTAMS either using the [NAV CANADA NOTAM](#) portal or using RPAS Wilco app or similar. If you are the first pilot of the day make sure the information is available for fellow modelers to reference.

The club executive has contacted the operator (OPR) of Ponoka Airport, and they have expressed no issues with our RPAS site.

There are no other RPAS procedures in the CFS that affect our site.

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 Ponoka. Night flying is allowed if your RPA is brightly lit. No flying will occur below the Club mandated weather minimum:

- a. If cloud is present below 1000’ above the model flying area.

Ponoka R/C Flyers Club Rules and Guidelines at the Field

- b. a horizontal visibility requirement of less than 5000M around the flying area, you can see the Alberta hospital to the North East.
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

A fire extinguisher must be present for all powered RPA operation it is located in the club house.

If emergency services are required, our address is 424029 HWY 2A

Fuel powered aircraft should not be flown before 8AM louder models please wait until 9AM and be respectful of nearby residents by reducing power near the North West boundary.

Operation of model aircraft under the influence of alcohol or ability inhibiting drugs is prohibited

Model assembly and pre-flight inspections should be done in the designated pit area or under the sunshade.

All powered aircraft must be restrained during start up.

Model aircraft must be started and shut down within the identified start area.

Please refrain from long run ups or tuning during flight operations.

Only large gas powered aircraft flights or special events require designated spotters but it is recommended to use a spotter during all flights please insure your spotter understands their duties (CARS 901.20).

Spotters must be in a location that insures **clear** communication with their pilot.

Ponoka R/C Flyers Club Rules and Guidelines at the Field

If equipped the model aircraft fail safe should be programmed to reduce or shut down engine power in event of a signal loss.

All pilots will establish the same flight pattern based on wind direction. If wind is not a factor a single runway will be agreed on.

Before a model aircraft is flown in the presence of spectators it must first be proven airworthy by a previous successful test-flight

No pilot will deliberately operate a model aircraft in a careless and/or dangerous manner

A radio equipment ground range check will be performed before the first flight of any aircraft or when changes have been made to that aircraft that could affect the range.

Unqualified Pilots (Wings Program) will not fly a model aircraft unless they are assisted by a qualified pilot

No flying over pit, spectator or parking areas. The first turn after takeoff must be away from the pit area

Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Any pilot wanting to fly or practice IMAC flight, 3D maneuvers or helicopter flight must first receive clearance from surrounding pilots. Flight operations of this kind must be conducted 10 meters from other aircraft both on and off the ground.

Children (under the age of 16 yrs.) may be in the pit area, **but only under the direct supervision of a qualified pilot** (Youth Pilots Excluded)

“Pilots” and “Spotters” must stand behind the flight line while flying

Take offs and landing will be announced by the pilot or their spotter

Ponoka R/C Flyers Club Rules and Guidelines at the Field

Control line rules

The Ponoka RC Flyers operate both RPAS and control line (tethered aircraft) from the Moose field. All persons using these modeling sites must:

- 1) be MAAC members in good standing.
- 2) be members of the Ponoka RC Flyers, or an invited guest and
- 3) agree to follow the MAAC Safety code and all other club rules.

In the event of an emergency, dial 911 and the civic address for first responder is:

424029 HWY 2A

The agreement with the Ponoka Loyal order of Moose only permits recreational model aircraft operation provided we meet the following conditions:

- 1) Flying is not permitted if site is occupied. DO NOT breach this rule – wait for others to finish or come back another time.
- 2) The sites are limited to operation starting at 9:00am ending 10:00pm
- 3) Members are not allowed to hold events or competitions without club authorization
- 4) Safety stakes must be used to mark the flying area – no exceptions.

These rules are available in print or online.

- 1) A fire extinguisher must be present for all powered model operations.
- 2) All pre-flight inspections or assembly shall be done in the designated area.
- 3) Batteries shall not be connected to electric powered models unless the model is restrained – no exceptions.
- 4) Gas/glow powered models must be restrained and started in the start-up or designated area.

Ponoka R/C Flyers Club Rules and Guidelines at the Field

- 5) Our flying area is East Ball Diamond – including any no-by-stander zones. NOTE – MAAC has variable rules stipulating NO bystanders permitted within 15ft of any flying area.
- 6) 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 Ponoka. Night flying is not allowed at Moose Field unless your model and surrounding area is brightly lit.
- 7) Barriers: The warning stakes must be installed 15ft outside the flying circle.
- 8) MAAC “spotters” are optional at our site. The following are club procedures for ensuring by-stander safety:
 - a. When any member or other person spots a by-stander approaching the flying area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice.
 - b. ALL Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander.
 - c. The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Yelling in a firm loud voice “**STOP - stay back**” and waving your arm(s) is suggested.

There are no other risk mitigating strategies required at Ponoka RC Flyers Flying Club.

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

Ponoka R/C Flyers Club Rules and Guidelines at the Field

The sole role of the Spotter is to scan the sky for approaching full-scale aircraft

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.

Guidelines

Visitors and Spectators are always welcome!

Just remember, for your own safety always be alert to flying aircraft and do not touch any aircraft unless invited to by the owner. Please do not enter the pit area unless invited and accompanied by a pilot. Visitors are not permitted on the runway or in the pit areas unless accompanied by a pilot and there are no aircraft in the air.

Ponoka R/C Flyers Club Rules and Guidelines at the Field

Children should be closely supervised at all times especially when in the static display and/or parking areas.

Please advise your children that they should never touch any aircraft unless invited to do so by the owner of that aircraft.

Pilots are responsible to ensure no one is standing in line with the propeller arc of a running engine

Pilots need to be considerate when “sharing the sky” with others

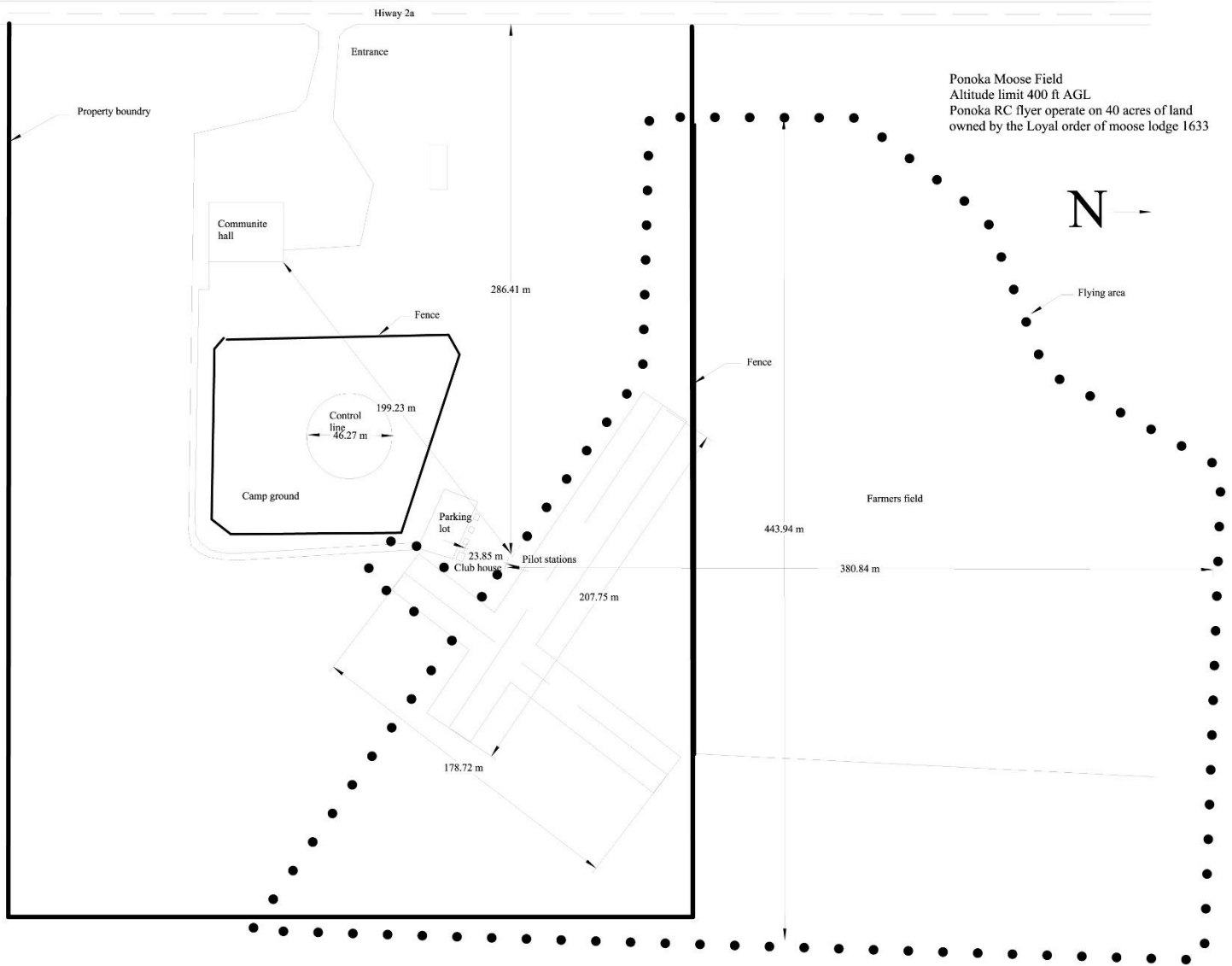
When there are more than two (2) aircraft in the air, flight paths should be same direction, circuit only and announced maneuvers unless discussed and agreed upon by those pilots.

This document will be reviewed and updated yearly at our AGM.

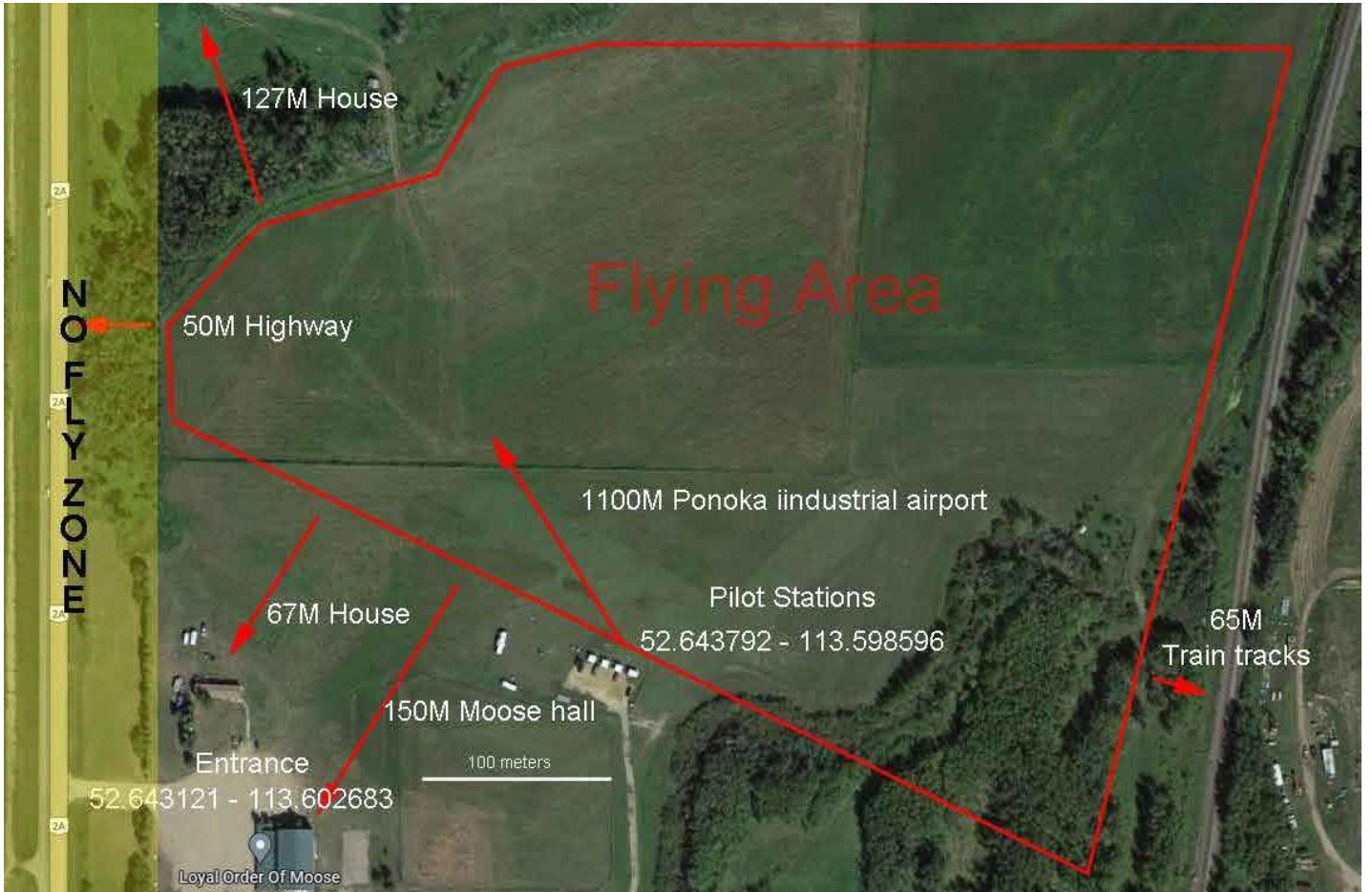
Ponoka R/C Flyers Club members and or executive members are not responsible for personal losses or liabilities.

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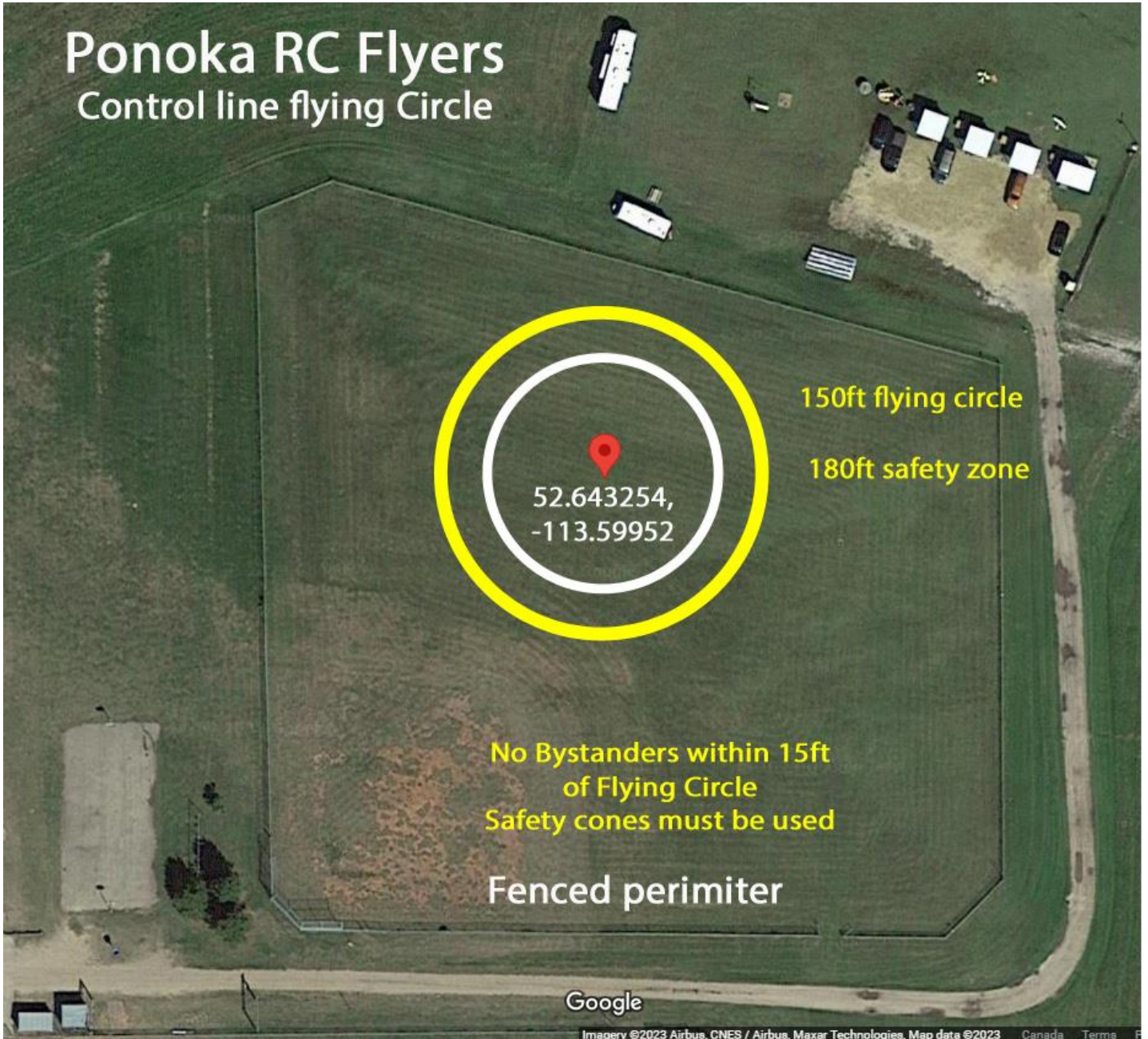
Field Diagrams



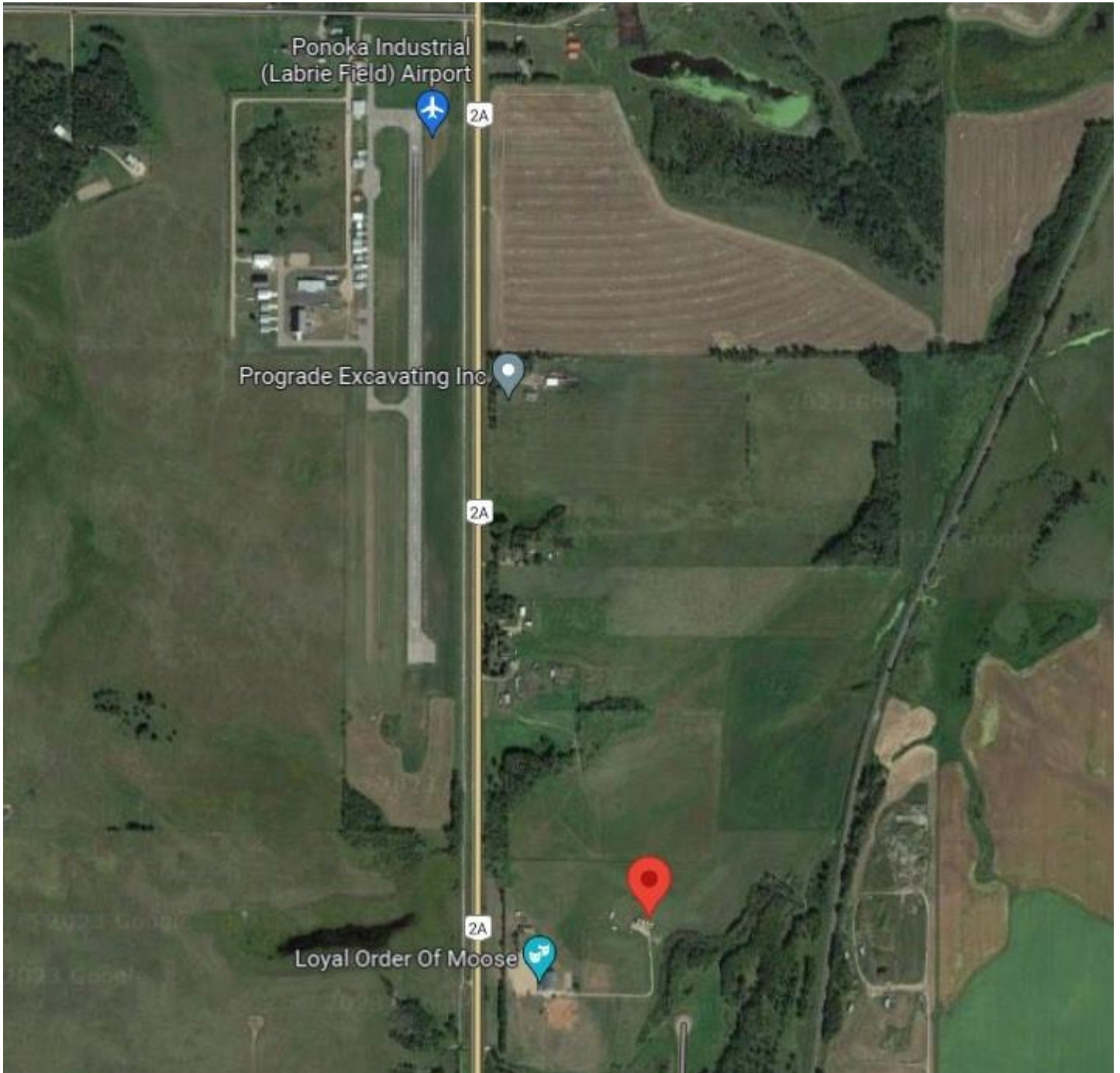
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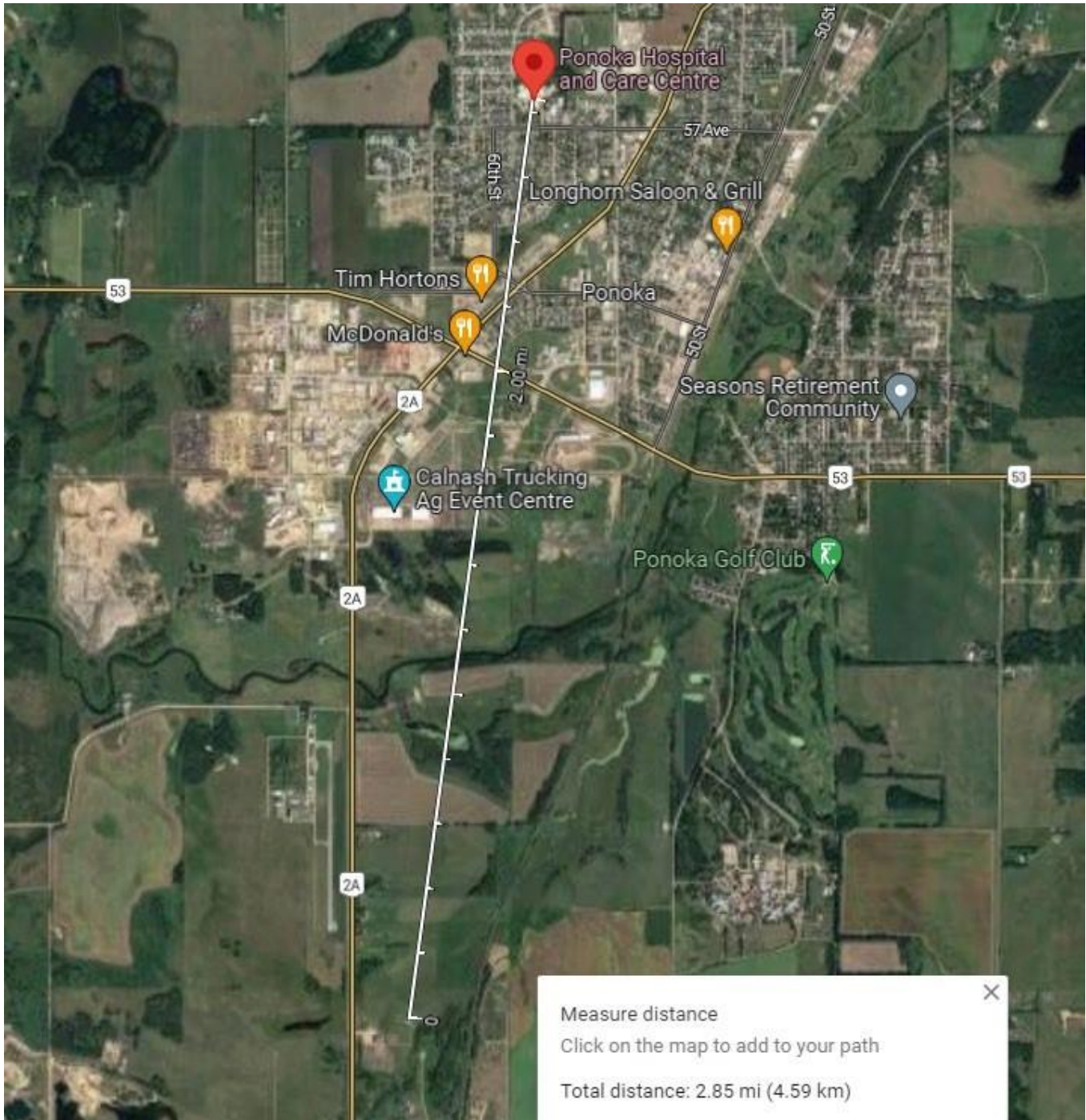


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Revised August 2023

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ALBERTA AERODROME/FACILITY DIRECTORY

PONOKA (LABRIE FIELD) AB

CEH3

REF	N52 39 07 W113 36 16 1.5SW 15°E (2013) UTC-7(6) Elev 2669' A5015 LO2 CAP	
OPR	Ponoka Flying Club 780-984-6296 or 403-304-0818 Reg	
PF	B-1,6 C-2,3,4,5	
CUST	AOE/CAN	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
FUEL	100LL, JA-1 Credit card accepted	
OIL	All	
S	1,2,3,4,5,6	
PVT ADV	Ponoka Flying Club 403-704-4114	
RWY DATA	Rwy 16(165°)/34(345°) 3089x75 asphalt Rwy 16 up 0.42%	
RCR	Opr	
LIGHTING	16-(TE ME), 34-(TE ME) ARCAL-123.3 type K	
COMM		
ATF	UNICOM ltd hrs O/T tfc 123.3 5NM 5700 ASL	
NAV		
NDB	PONOKA INDUS D3 363 (L) N52 41 00 W113 36 23 Pvt Unmonitored	
PRO	Rgt hand circuits Rwy 16 (CAR 602.96).	
CAUTION	Model acft ops in area aprx 1500' E thld Rwy 34; sfc to 500 AGL.	

PONOKA (HOSPITAL & CARE CENTRE) AB (Heli)

CHC4

REF	N52 41 07 W113 35 22 Adj N 15°E (2013) UTC-7(6) Elev 2676' A5015	
OPR	FM&E AHS 403-783-3341 Cert PPR	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
HELI DATA	FATO 82' dia GRASS/CONC TLOF 53' x 39' (oval) CONC Safety Area 109' dia Max heli overall length 54.7'	
LIGHTING	RW(LO) green PN	
COMM		
ATF	tfc 123.3 5NM centred on Ponoka (Labrie Field) A/D 2.6NM S 5700 ASL	
PRO	Arr/dep 294° to 359° fr heli, slope 8% (H2)	