

Summerland Flyers Club Rules

Ellis Reservoir #4 Site

NOTE: This is a water base only flying site.

Administrative

1. All persons using this modeling site must:
 - a. be MAAC members in good standing.
 - b. be members of the Summerland Flyers, or an invited guest and
 - c. agree to follow the MAAC Safety code and all other club rules.
2. The discharge of firearms is prohibited.
3. Pyrotechnics are not allowed on the premises.
4. No alcoholic drinks are allowed on the property. No flying while under the influence of alcohol or drugs.
5. All spectators must remain behind the pit tables unless escorted by a club member. If a guest of a pilot or spotter of a pilot is not a MAAC member the Safety Officer is to be advised before any non-members cross into the flight area.
6. In the event of an emergency, phone (911 or 250-490-2300) and the civic address for the first responder is Penticton Fire Department, 285 Dawson Ave, Penticton BC V2A 3N4, Canada.

Normal operating procedures and Club safety rules

These rules are available in print or online. A copy of these rules must be available to any member who is operating an RPAS. The club will endeavor to keep a copy at the flying site.

This club allows the following modeling categories:

RPAS

For members operating RPAS at this site:

1. All members shall follow the Canadian Aviation Regulations for RPAS.
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 in the start-up area – no exceptions.

4. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
5. All engine run ups should be inside of the designated pit area unless prior authorization has been given by the safety officer.
6. Do not stand in the line of the prop arc of a running engine
7. 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 executed with the prevailing traffic pattern. Changes in the direction should occur only when all aircraft have landed and all pilots have been informed.
8. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
9. Landing aircraft have unconditional right of way. Landed aircraft shall clear the runway as soon as possible.
10. Announce takeoffs, landings and dead sticks so others may clear the way.
11. All airplane pilots will stand in the designated area when flying aircraft at Field.
12. All turns after takeoff are to be away from the pit or spectator areas, and no flying is to be done over the pit, spectator, or parking areas.
13. Recovery of RPA that land/crash off the water runway but in the flying area will be done in agreement with any pilots flying.
14. Notify all pilots before launching any recovery boat or device.
15. Our flying area is rectangular in general shape and size – including any no-fly zones. NOTE – MAAC and CAR rules are NO FLYING with 30m of any non-MAAC person, property, or “thing” of value.
16. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.
17. 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 Penticton. Night flying is not allowed at Ellis Reservoir site unless your RPA is brightly lit.
18. 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.
 - 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.
19. In the event of a “fly-away” towards Penticton town you may call the non-emergency Penticton By-law number at 250-490-2440 and advise them of the issue. For after-hours call the RCMP non-emergency line at 250-492-4300 for pressing issues.
20. Our site is in uncontrolled airspace however we are only 4.1nm west of controlled airspace. In the event of a “fly-away” towards Penticton Airport airspace (CYYF airport – 9.1nm due west) where you think the RPAS might travel that far, you may call NAV CANADA at 250-492-3001 and advise of the situation.
21. 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 and 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.

- 22.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.
- 23.There are no other risk mitigating strategies required at Summerland Ellis Reservoir. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.
- 24.The Club executive will review these rules at least once a year.



Summerland Flyers - Ellis Reservoir #4 - Location

Summerland Flyers - Ellis Reservoir #4 - Pit Area





Summerland Flyers - Ellis Reservoir #4 - Flying Area



Summerland Flyers - Ellis Reservoir #4 - Flying Area

Penticton Controlled airspace is located 4.1nm due west of our site. There are no other nearby aerodromes or waterdromes. This site is not on or under any known flight paths.

