

## **Strathroy Flying Farmers – Rules for Warren Field Revised November 2023**

### **Administrative**

1. These rules are for Strathroy Flying Farmers Warren Field Aerodrome, CWF3 aerodrome center 42 56 09N, 81 28 39W, 9237 Avro Drive, Mount Brydges ON N0L 1W0.
2. To use Strathroy Flying Farmers Warren Field, all members must be a current member of MAAC in good standing, and have paid their yearly club dues, or be a visitor of a member in good standing.
3. All members using this site must agree they have read, understand, and will abide by these rules while modeling at Warren Field.
4. A copy of these rules will be kept in the “flight office” at the site. The club will ensure a copy on the MAAC club website.
5. All members using this site must have a Basic or Advanced RPAS Certificate and must demonstrate or be known to possess competent RPAS flying skills before using the site. Student Pilots must be on a buddy box with a club instructor. The final authority on who may fly here is at the sole discretion of the Club President. Any pilot observed willfully breaking flight line restrictions, ignoring no-fly zones or any other reckless model operation will be ejected from the site permanently – no second chances.
6. No smoking on aerodrome property
7. Emergency services can be reached using 9-1-1 on a cell phone.
8. Entrance to the property is by the house and around behind the hangers, not across the end of the runway.

### **MAAC Safety rules for operations on an Aerodrome**

**MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.**

No member shall:

- a) Operate any category of model at “night” on this aerodrome.
- b) Add, alter, tamper or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
- c) No one shall operate on or park any type of motor vehicle within 30 meters of the runway, except for driving to and from the flying area along the verge of the runway. This is to allow us to drop off our planes and equipment at the flying area. This is only allowed if there are no full-scale aircraft, landing, taking-off or taxing on the runway

- d) Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
- e) Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
- f) Fail to immediately report to the aerodrome operator (519-871-9237) any damage to any aerodrome infrastructure or property caused by the modeling activity.

## **Site Operating Procedures and Safety Rules**

1. Follow all MAAC safety rules
2. All Model flying must occur northeast of the southwest runway edge of runway (approximately parallel to HWY 402) refer to field layout.
3. A visual observer must be used at all times to monitor full-sized traffic. No solo flights will be permitted. (You can't fly alone) The visual observer must be an adult (18+) MAAC member. IF under 18 years of age they must be approved by the president of the club.
4. Maximum 3 pilots flying at any time.
5. No Flying before 9 AM
6. The visual observer must monitor aerodrome traffic frequency (123.2MHz) as a minimum during model flights. Keep a constant look out for full size aircraft. WE monitor only at Warren field. There is no transmitting to pilots.

*If using an aviation radio capable of transmitting, no member shall:*

- a) Operate such radio except in compliance with ROC and aviation phraseology,*
- b) Make any transmission other than for information purposes.*
- c) Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.*
- d) Activate or deactivate any aerodrome lighting system such as ARCAL.*

7. Full scale ...Always have the right away over model aircraft. Note: Once a full-scale size aircraft has announced his intent to land or unannounced aircraft is in the airdrome zone, "ALL RC AIRCRAFT MUST LAND". Model aircraft must immediately land and clear field for any arriving or departing aircraft

8. If a full-scale airplane should appear undetected while someone is flying a model plane, then an emergency landing of the model is to be done on the south side of the pond on the taxiway. This area is normally in the no-fly zone, and is only to be used in an emergency

9. Vehicle parking:

- A. No one shall operate on or park any type of motor vehicle within 30 meters of the runway, except for driving to and from the flying area along the verge of the runway. This is to allow us to drop off our planes and equipment at the flying area. This is only allowed if there are no full-scale aircraft, landing, taking-off or taxiing on the runway
- B. Cars should be parked in designated areas behind the hangers and well clear of full-size aircraft movements. (OR where Mark Matthys directs us to park)

10. No member shall operate a model aircraft at a location or in a manner that is likely to be hazardous to full size -aircraft. The member shall retain ultimate responsibility, at all times and in all circumstances, for collision avoidance from full-scale aircraft.

11. No RPA flying will occur below the MAAC mandated weather minimum:

- 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.

12. Strathroy Flying Farmers members should check for CWF3 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.

13. 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 Mount Bridges. **Night flying is not allowed at the Warren Field.**

14. 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. CWF3 is located wholly in uncontrolled airspace so there are no "fly-away" concerns.

15. Visual observers are mandatory, but MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:

- a. There shall be at least one visual observer who shall be within close proximity to the pilots flying.
- b. The sole role is to scan for approaching full scale aircraft – do not watch the RPA.
- c. The visual observer must use the Club handheld receiver to monitor the ATF 123.2 for CWF3.
- d. When the visual observer or other any member spots/hears a full-scale airplane that might come near the site or see/hear an airplane start up on the hanger line, they are to yell out “AIRPLANE” in a loud voice. Other members may use a single long blast of the air horn.
- e. Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
- f. If the visual observer sees a hanger door opening or otherwise thinks an airplane is getting ready to go fly, yell “HANGER” in a loud voice. Other members may use two short blasts of the air horn. All pilots must land as soon as safely able but understand there is some “extra” time to do so safely and orderly.
- g. 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.

16. 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:

- h. 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.
- i. 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.
- j. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
- k. This process is for your protection.

17. If there is any damage to any equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding the damage or issue must call the aerodrome operator immediately at 519-870-9237. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

18.A fire extinguisher must be present for all powered RPA operation. It is located in the flight office.

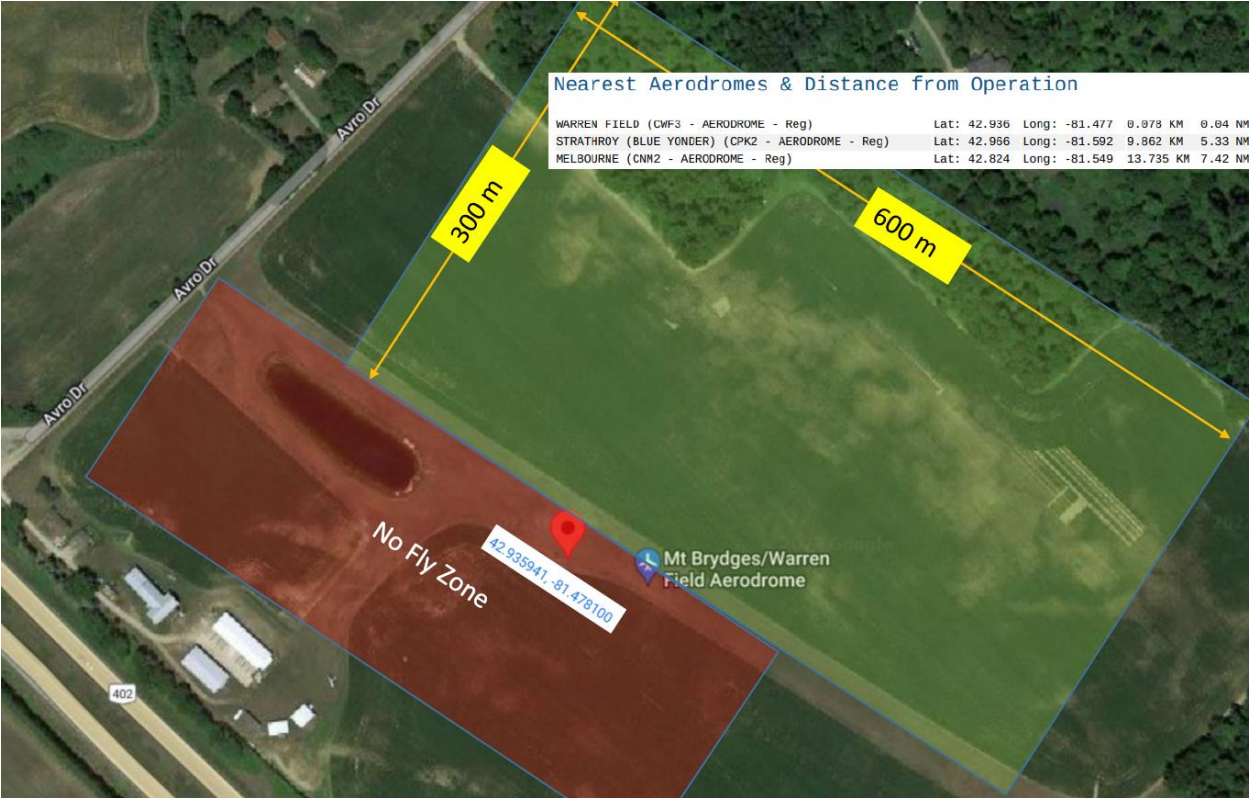
19.Pilots may fly in formation provided they agree to do so. Only two pilots can fly at a time.

20.There are no other risk mitigations required for Warren Field aerodrome.

21.A copy of the agreement with Warren Field aerodrome operator is attached to this document.









# VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

## Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements.

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

## Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

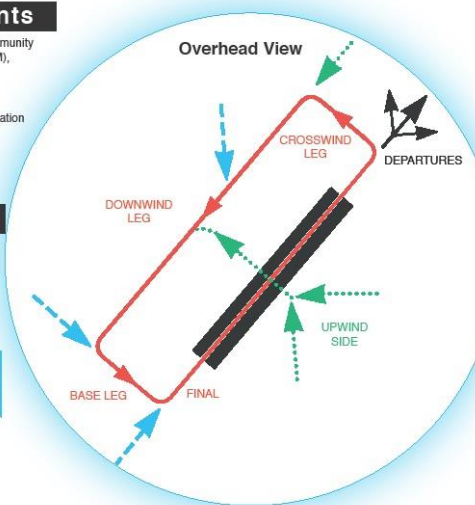
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

## Transiting Aircraft

Overflying Aerodromes (See TC AIM RAC 5.5)

Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.  
[Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedures (see TC AIM 4.5.7)

Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

Departure: (CAR 602.100)

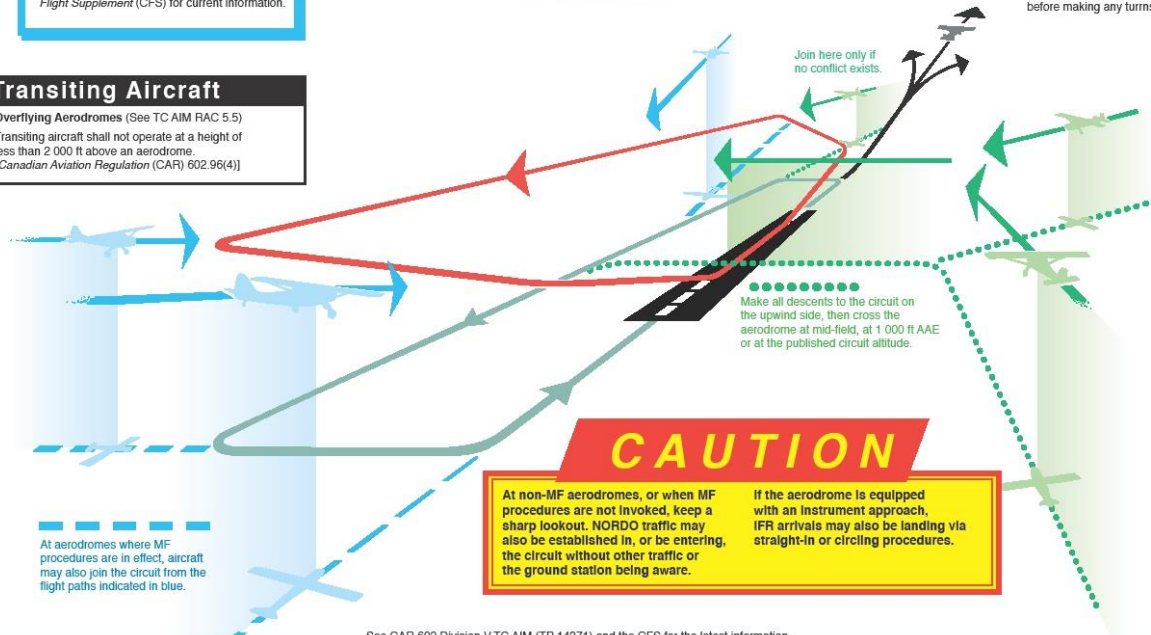
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

## DEPARTURES

Climb to circuit altitude before making any turns.



## CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.