Beeton RC Flyers - Ronan Field Winter Flying- Rules
October 01 to April 30 each year

Administrative

1. These rules are for winter flying for the Beeton RC Flying Club located at CTR3 Ronan Field, N44 02.5, W079 50.7, located at 7272 6th Line, Tottenham, Ontario L0G 1W0.
2. The Ronan Field is the home of the Great Lakes Gliding Club which operates approximately May to September, weather permitting.
    a. There is a hanger on site and is locked for the winter months. All gliders and tow planes are stored off site for the winter months.
    b. There are no IFR approaches as the aerodrome is closed for the winter months with no access to the runways or taxiways other than on foot.

3. The aerodrome operator has stipulated the following procedures for us to use his facility. Refer to the diagram at the end of this document.
    a. We can only use the facility during daylight, and when there is no snow blocking the entrance. He does not want us moving snow or driving on the grass when it is wet.
    b. All cars must be parked on the driveway by the house.

4. To use Ronan Field property, 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.
    a. All members using this site must sign the club membership agreement they have read, understand, and will abide by these rules while modeling at Ronan Field.
    b. Only RC Model aircraft (RPAS) are permitted to use this site.
5. All members operating an RPAS must have a copy of these rules available at the site, either electronically or in print. The club will ensure a copy on the club website and will endeavor to provide current printed copy at the site.
6. 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. 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.
7. Members must have a large garbage bag or similar to use in the event of a crash to contain any fuel leakage and to remove debris off the field.
8. Members and Guests shall be responsible for the removal of POP CANS, PIECES of BALSA, CIGARETTE BUTTS, STYROFOAM CUPS, COVERING MATERIAL ETC. ETC. from the area.

9. A fire extinguisher must be present for all powered RPA operation.

10. No smoking on aerodrome property

Emergency services can be reached using 9-1-1 on a cell phone.

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, the time of which is available on the Weather Network App for the town of Beeton.
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) Operate on or park of any type of motor vehicle within 30m of an aircraft maneuvering area.
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) Use an aviation radio capable of transmitting at this site.
g) Fail to immediately report to the aerodrome operator (647-542-7700) any damage to any aerodrome infrastructure or property caused by the modeling activity.

Normal Operating Procedures and Club Safety Rules

a) No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
    a. If cloud is present below 350m above the model flying area a horizontal visibility of less than 3sm around the flying area, and
    b. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

b) BRCF club members should check for updates 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.

c) The first three feet of grass from the access way is all that is allowed to be used for the Pit area, so every effort must be made to keep the area tidy. Every effort should be made to prevent fuel from spilling on the grass. A 2ft. X 3ft. mats are to be always used. Mat must be absorbent, and all mats are subject to inspection by any of the club executive and may be deemed too soiled to be used on the sod and must be replaced.

d) Internally mounted pulse jets, rocket or thrust engines are not permitted because of the danger of fire.

e) Propellers will be of approved types. Pure nylon propellers (does not include the glass filled type) will not be used on engines of .40 cubic inch or larger. Repaired or damaged propellers will not be used under any circumstances.

f) Any guest or club visitor who is allowed flight privileges at any field must be prepared to submit his aircraft for an airworthiness/safety inspection and must demonstrate acceptable flying competence before being allowed to operate his aircraft without supervision and have proof of current M.A.A.C. membership. It is the Club member's responsibility to accompany their guests and visitors.

g) Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
h) 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.
i) Pilots will ensure that no one is standing in line with the propeller or operating engines. Slipstream effects from running engines can be dangerous to all affected and models should be positioned to minimise these effects and operated for the minimum periods possible at full power settings in the pit areas.
j) Our flying area as measured from the center of the pilot stations is a box 3m x 5m left, right and straight out. Refer to the site flying area map for no-fly zone depictions (See MAP picture)
k) Taxing of aircraft must be at 90 degrees from the Pits with NO taxiing from the runway back into the Pit area.
l) Pilots are prohibited from standing either on or immediately adjacent to any active runway at least 75 feet in front of the PIT area. Take off and landings may be done from the runway area itself provided the pilot leaves the runway area after takeoff.
m) The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun.
n) Pilots shall or call out to other flyers any intention to land or take off or move out to the active runway.
o) Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
p) Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
q) The pilot will perform the initial turn after take-off away from the pit, spectator and parking areas and will not thereafter perform manoeuvres, flight of any sort, or landing approaches over a pit, spectator, or parking areas. To do so the pilot will always fly with their back to the pit, spectator, and parking area.
r) Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

Adjacent Aerodromes

BRCF operates within 3nm of two aerodromes as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The first aerodrome name is Mardon (CMA6), and it is located 1.73 nautical miles in a North west of our modelling site. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
    a. In the event of a "fly-away" towards CMA6, you may call the aerodrome operator at (416) 557-0655 and advise them of the issue.
2. The second aerodrome named Beeton Field (CBF3) and it is located 3 nautical miles in a North direction of our modelling site. The aerodrome has a grass strip and no winter maintenance. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
    a. In the event of a "fly-away" towards CBF3, you may call the aerodrome operator at (416) 999-4037 and advise them of the issue.
3. The club executive has contacted the operator (OPR) of CMA6/CBF3, and they have expressed no issues with our RPAS site.
4. Our site is in **uncontrolled airspace** so there is no need to notify ATC of any fly-aways.

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.

Emergency Procedures

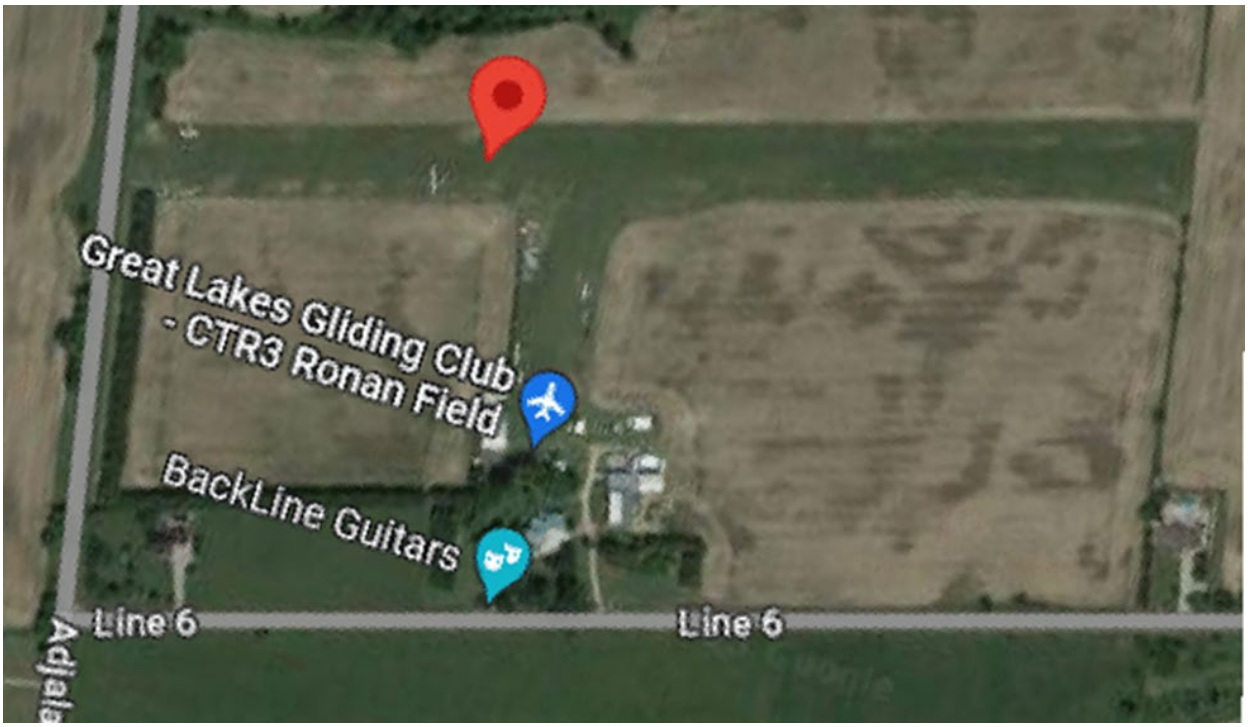
If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, **ALL FLYING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to the Club executive and follow MAAC policy with the following exceptions:

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.
d) If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is Alliston OPP Detachment.

There are no other risk mitigating strategies required at BRCF Club.

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



Flight Line – South edge of runway
Pits Area – 10m from flight line
Spectators- 30m from flight line
Parking – Ronan field parking lot (70m from runway)

Transport Canada Transports Canada

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

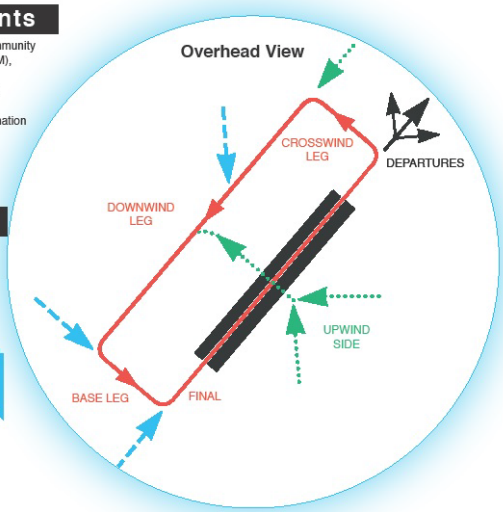
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

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.

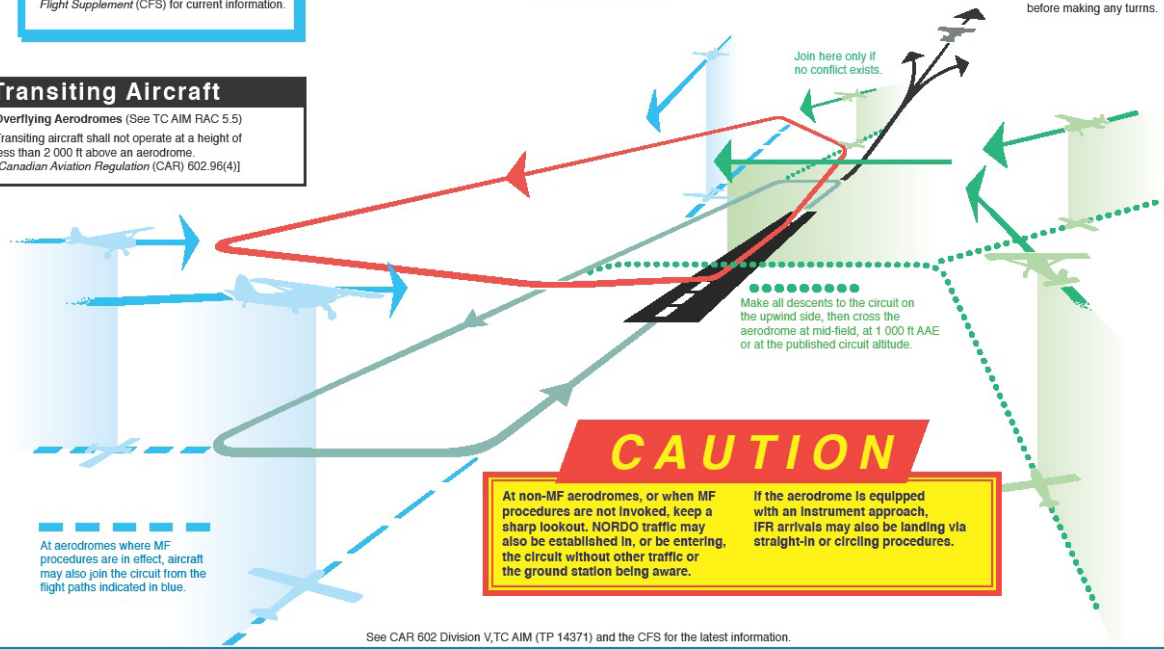
Circuits: (CAR 602.102)

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

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)]



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.

TP 11541
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