



# TAY VALLEY FLYERS

## DOBBIE FIELD RADIO CONTROL MODEL FLYING SITE - RULES

### Administrative

NO SMOKING on the club flying site.

The club rules are applicable to flying activities at Dobbie Field which is open by arrangement

Members, and guests, flying at any of the fields must:-

- a. be a current member of MAAC.
- b. follow the MAAC rules for safe operation of all club approved model aircraft types.
- c. follow the Transport Canada Pt IX regulations for flying RPAS (Remotely Piloted Aircraft System)
- d. be approved by the club instructor/ safety officer to fly each type of aircraft they intend to fly.
- e. advise the club instructor / safety officer if they intend to use frequencies other than 2.4GHz .
- f. STRICTLY adhere to the flying field layout and safe flying zones.

Model aircraft allowed are:

- a. All RPAS (which includes Aeroplanes, Helicopters and Drones)
- b. Control line aircraft

Model types NOT ALLOWED are:-

- a. Rocketry
- b. Free Flight aeroplanes and balloons (Dirigibles)

When taking part in flying activities, club members are required to have the following with them:

- a. Their MAAC membership card
- b. A copy of the club rules. This can be a printed copy, or electronic document on a mobile device.
- c. A personal First aid Kit
- d. A Class ABC Fire extinguisher

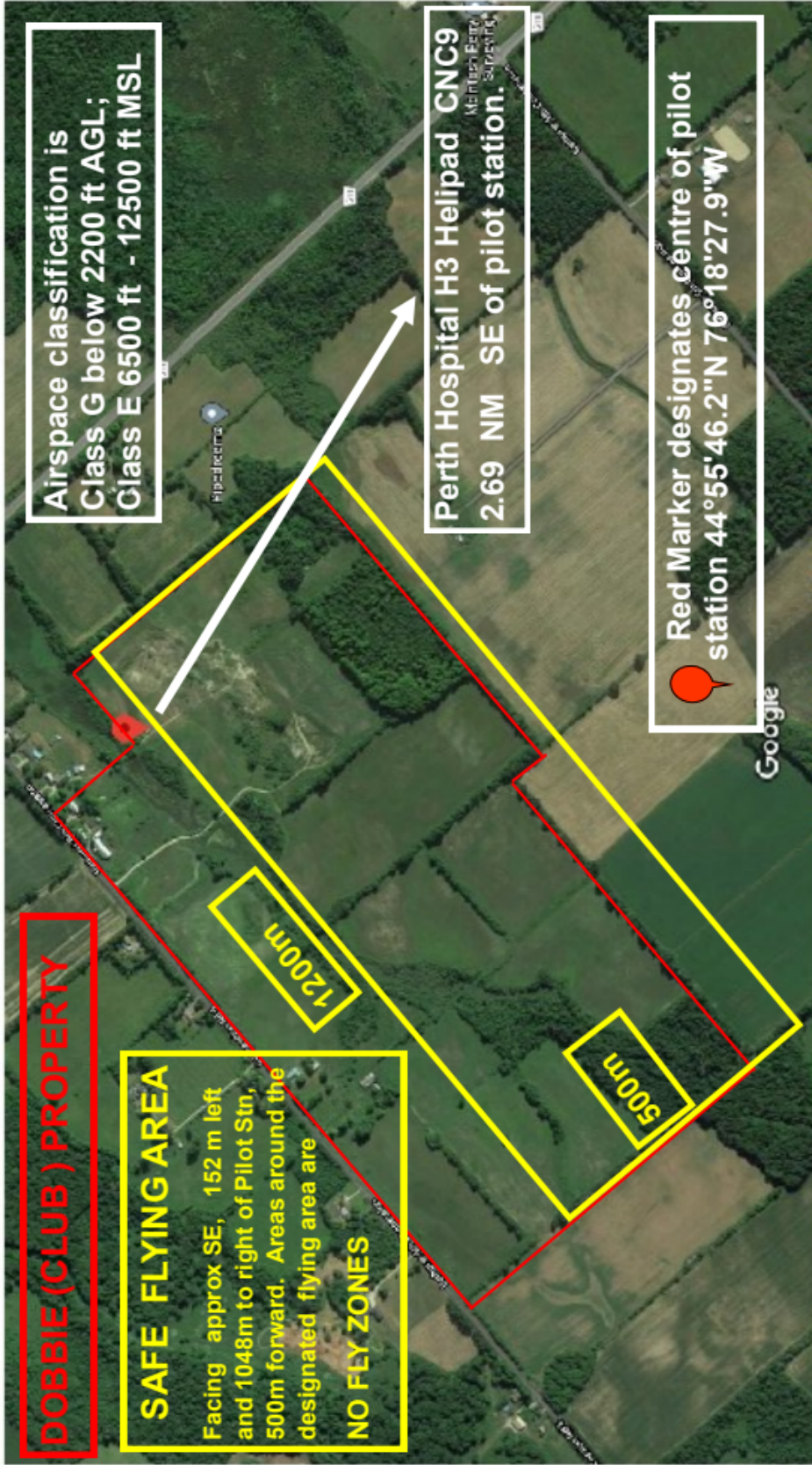
### Normal Operating Procedures and Club Safety Rules

1. Model assembly and flight preparation must be done in the designated pit area.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
3. 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.

4. 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. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
5. Our flying area as measured from the centre of the pilot stations:-  
whilst facing South, at Dobbie Field, is a box 152m left, 1048m right and 500m straight out. Refer to the site flying area map for no-fly zone description.
6. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
7. A fire extinguisher must be present for all powered RPA operation.
8. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address for the field is:-  
175 Concession 6, Bathurst, Ontario, K7H 3C9.
9. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.  
TAY VALLEY FLYERS RC flying club, Dobbie Field flying site operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:
10. The aerodrome name is Perth (Great War Memorial Hospital H3 Helipad) CNC9 and it is located:-  
2.69 nautical miles South East (direction) of Dobbie Field model flying site.
11. The aerodrome is a H3 Helipad used by Medevac helicopters. The approach and departure is 110 degrees (easterly). It is unlikely that the helicopter will appear over our flying sites at an altitude below 1000' except in respect of some incident in the immediate area requiring the use of a Medevac helicopter.
12. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
13. In the event of a “fly-away” towards Perth (Great War Memorial Hospital H3 Helipad) CNC9, you may call the aerodrome operator at (613) 267-1500 and advise them of the issue. Our sites are in uncontrolled airspace so there is no need to notify ATC.
14. TAY VALLEY FLYERS club members should check for Perth (Great War Memorial Hospital H3 Helipad) CNC9 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 modellers to reference.
15. The club executive has contacted the operator (OPR) of Perth (Great War Memorial Hospital H3 Helipad) CNC9 at approx 11:15am on March 30th 2023. The inquiry was referred to Mr Pat McCarthy (709) 279-9147. Mr McCarthy was made aware of the model flying site location 2.69 NM North West of the Helipad. He was unaware of any required involvement, by him, concerning the operation of model flying fields in the area and expressed no issues with the RPAS flying site at Dobbie Field. He recommended contact with the Canadian aircraft/aerospace regulatory bodies.
16. 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 TV/Radio Weather reporting and a variety of Electronic weather apps for the town of Perth.
17. Night flying is not allowed at TAY VALLEY FLYERS club flying sites.

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. TAY VALLEY FLYERS Club requires spotters for the following scenarios:-
- a. RPAS flying using FPV (First Person View). The spotter will ensure line of sight is maintained and the RPAS does not fly out of the safe flying area.
  - b. Where more than two RPAS are flying at the same time.
20. 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.
21. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
- a. If cloud is present below 1000’ above the model flying area
  - b. a horizontal visibility requirement of less than 1500m radius around the flying area, and
  - c. If there is other obscuring conditions (fog, smoke, haze etc.) which could make it difficult to spot full-scale aircraft.
22. There are no other risk mitigating strategies required at both flying sites used by TAY VALLEY FLYERS Club.
23. The Club executive will review these rules at least once a year

Google Maps 44°55'46.2"N 76°18'27.9"W

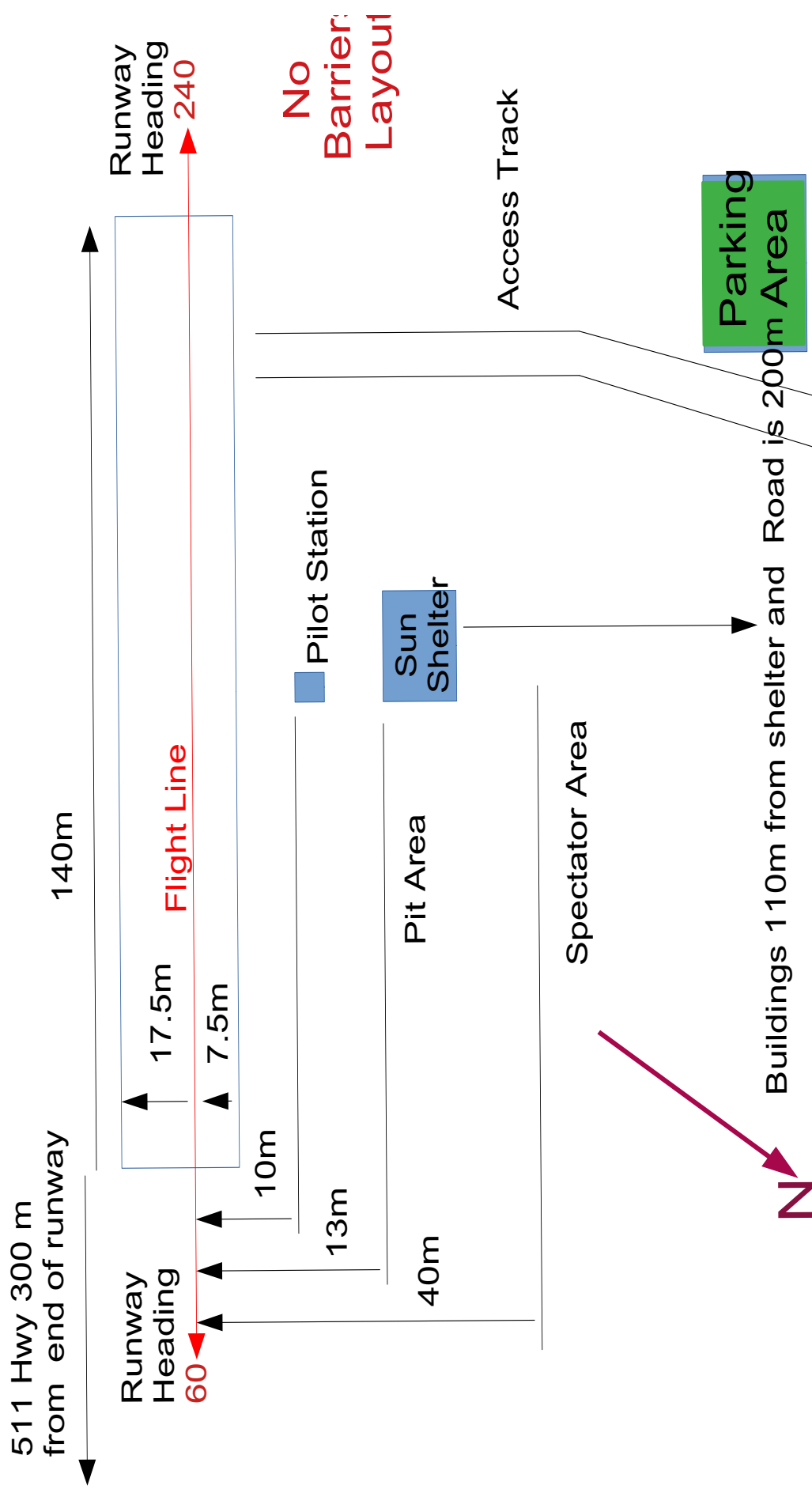


**TAY VALLEY FLYERS, RC Model Aircraft Flying Club DOBBIE FIELD**  
Flying field access point 44°55'51.8"N 76°18'33.3"W

Tay Valley Flyers

Dobbie 41°55'46.2"N 76°18'27.9"W

Perth Hospital Helipad  
2.69 NM



**PERTH (GREAT WAR MEM HOSP) ON (Heli)**

**CNC9**

<b>REF</b>	N44 54 25 W76 15 13 Adj NE 13°W UTC-5(4) Elev 450' A1905 A5000
<b>OPR</b>	Great War Mem Hosp 613-267-1500 Cert PPR
<b>FLT PLN</b>	
<b>FIC</b>	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free wi hin Canada) or 866-541-4105 (Toll free within Canada & USA)
<b>HELI DATA</b>	FATO/TLOF 86' dia ASPH Safety Area 114' dia Max heli overall length 57.5' Opr
<b>RCR</b>	
<b>LIGHTING</b>	DR RY(LO) RF(FL)
<b>PRO</b>	Arr/dep 110° fr heli, slope 8% (H3) day/night use.

