



TAY VALLEY FLYERS

RADIO CONTROL MODEL FLYING CLUB - RULES for operations at Concession 5 Field Flying Site

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.

Administrative

NO SMOKING on the concession 5 flying site.

Members, and guests, flying at the fields must:

- a. be a current member of MAAC, member of the Tay Valley flying club, or an invited guests, by arrangement.
- b. follow the MAAC safety code.
- 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 Fixed wing, Helicopters and multi-rotor)
- b. Control line aircraft

Model types NOT ALLOWED are:

- a. Rocketry
- b. Free Flight airplanes and balloons (Dirigibles)
- c. Surface vehicles

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

- a. Their MAAC membership card
- b. A personal First aid Kit
- c. A Class ABC Fire extinguisher

If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address for the field is 1360 Drummond Concession 5B, Perth, Ontario, K7H 3C8.

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. Concession 5 flying area as measured from the center of the pilot stations:
 - a. Whilst facing to the North the safe flying area is a box 550m left, 450m right and 1000m 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. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
8. Concession 5 RC model flying site is located 5.3 NM from the nearest aerodrome, which is Perth Memorial Hospital Helipad CNC9, as listed in the CFS or CWAS.
9. In the event of a “fly-away”, Concession 5 site is located in uncontrolled airspace so there is no need to notify ATC.
10. 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.
11. Night flying is not allowed.
12. Visual observers and MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:
 - a. When any flying participants 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.
13. Concession 5 Flying site 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.

14. 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 persons 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:
- If the pilot(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.
 - If the pilot or field operator deems the event serious, flying will not resume until flyers are given permission by the field operator – in writing.
 - If there is actual contact between an aircraft and a MAAC member RPAS – all flying will cease until MAAC confirms we may resume operations in writing.
 - This process is for **your** protection.
15. No RPA or other model aircraft flying will occur below the flying site mandated weather minimum:
- If cloud is present below 1000' above the model flying area
 - a horizontal visibility requirement of less than 1500m radius around the flying area pilot station, and
 - If there are other obscuring conditions (fog, smoke, haze etc.) which could make it difficult to spot full- scale aircraft.
16. There are no other risk mitigating strategies required at Concession 5 Field.
17. The club executive will review these rules at least once a year.

Flying Area Diagram

