

# Owen Sound Barnstormers Rules

## Administrative

1. MAAC Membership is required.
2. MAAC rules must be observed.
3. Only pilots approved by the club are allowed to fly.
4. Non-members can only fly if they are a MAAC member accompanied by a member who is an approved pilot.
5. All members and guests shall conduct their activities in a safe manner. It is the responsibility of each member to caution other members and guests seen acting in an unsafe manner.

## Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area. Taxiing is not allowed in the pit area.
2. Pilots must notify others of their intent to take off and land.
3. No more than 5 models are allowed in the air at any one time.
4. Models are only to be started in the pit area.
5. Do not conduct prolonged tuning of glow or gas engines if other pilots are flying.
6. 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.
7. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
8. Our flying area, measured from the center of the pilot stations, is a rectangle 225m left, 225m right and 150m straight out. Refer to the Owen Sound Barnstormers Flying Field map for the flying area, no-fly zone areas, including pit, spectator and parking areas as depicted on the.
9. Recovery of models that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
10. If there is an accident requiring emergency services, call 911. The civic address is fire number 558426, Irish Block Road RR #1 Annan.
11. Pilots may fly in formation provided they agree to do so.

**The Owen Sound Barnstormer's Radio Control Flying Club operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:**

12. The aerodrome name is Owen Sound Billy Bishop Regional and it is located 1.75 nautical miles southwest of Barnstormer Flying site.
13. The aerodrome has a north-south runway of about 3900 ft. The aerodrome is used by general aviation aircraft consisting mostly of high wing, single engine craft. Most air traffic passes to the west or south of the Barnstormer site. Occasionally aircraft leaving or approaching the aero drome pass over our site, typically well above our site at 800 ft or more.
14. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
15. In the event of a "fly-away" towards Owen Sound Billy Bishop Regional you may call the aerodrome operator at 519 371 6936 and advise them of the issue.

16. Owen Sound Barnstormer members should check the Owen Sound Billy Bishop 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.
17. The club executive has contacted the operator (OPR) of Owen Sound Billy Bishop, and they have expressed no issues with our RPAS site.
18. 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 Owen Sound. Night flying is not allowed at Owen Sound Barnstormers Club unless your RPA is brightly lit.
19. 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.
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 ft above the model flying area
  - b. a horizontal visibility requirement of less than 2nm around the flying area, and
  - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
22. There are no other risk mitigating strategies required at Owen Sound Barnstormers Radio Control Flying Club.
23. The Club executive will review these rules at least once a year.

## Owen Sound Barnstormers Flying Field map



# ONTARIO AERODROME / FACILITY DIRECTORY

## OWEN SOUND / BILLY BISHOP REGIONAL ON

CYOS

<b>REF</b>	N44 35 26 W80 50 18 3E 10°W UTC-5(4) Elev 1008' A5000 LO4 LO6 CAP	
<b>OPR</b>	Owen Sound Regional Airport Inc. 519-371-6936 Reg Ldg fees	
<b>PF</b>	A-1,2,7 C-3,4,5,6	
<b>CUST</b>	AOE/15 888-226-7277 13-21Z† Mon-Fri exc hols	
<b>FLT PLN</b>		
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>SERVICES</b>	12-21Z† Oct 1-Apr 30, 13-22Z† May 1-Sep 30 O/T call out chg 2 hrs PN	
<b>FUEL</b>	100LL, JA-1, SP	
<b>OIL</b>	Aeroshell 15W50, W80, W100	
<b>S</b>	2,4,5	
<b>RWY DATA</b>	Rwy 18(181°)/36(001°) 3933x75 asphalt Rwy 18, first 1849' 1.0% down, last 2083' 0.9% up	
<b>RCR</b>	Opr	
<b>LIGHTING</b>	18-(TE LO) AP, 36-(TE LO) AP ARCAL-123.0 type J	
<b>COMM</b>		
<b>ATF</b>	UNICOM (AU) ltd hrs O/T tfc 123.0 5NM 4000 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 36 (CAR 602.96).	
<b>CAUTION</b>	331' twr 1.2NM W of rwy. Wildlife frequently on rwy.	

# 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.

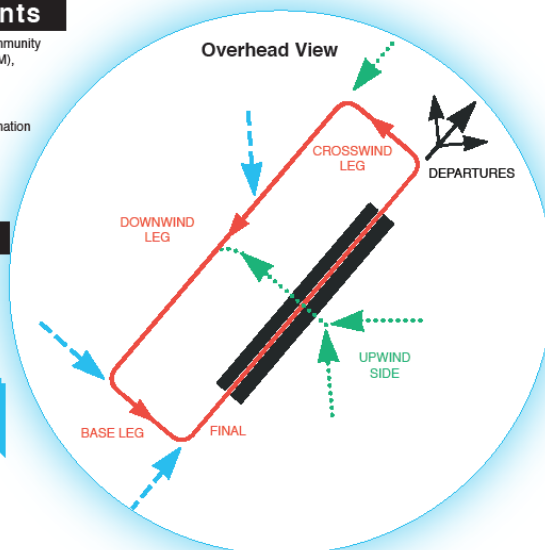
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

## 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)

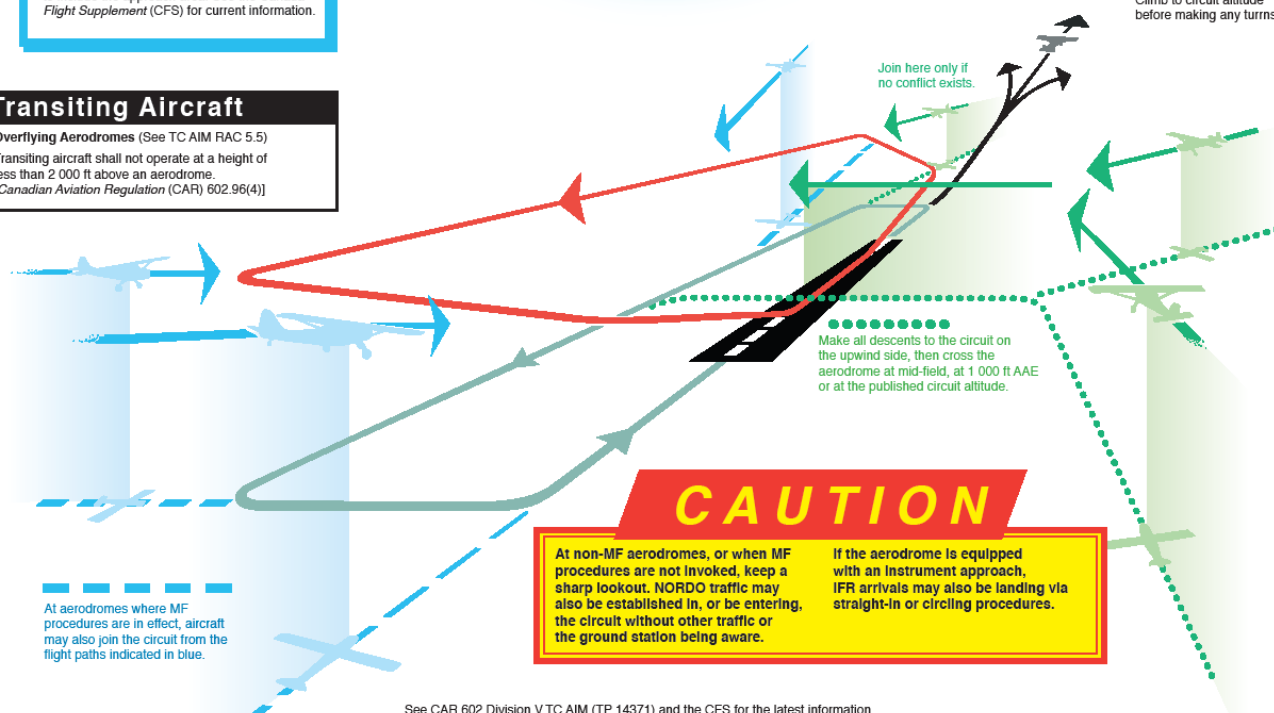
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

**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.