

Beeton RC Flyers (BRCF) Rules Rev Sept/2023

Zanders Sod Farm Field 2

A copy of these rules must be available to every RPAS pilot while using this site, either electronically or in print. The club will endeavour to provide a copy to members.

Administrative

1. Every effort should be made to prevent fuel from spilling on the grass, (using mandatory absorbing carpets with a minimum size of 2' by 3'.
2. 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. 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.

Normal Operating Procedures and Club Safety Rules

1. A Model aircraft must yield to piloted aircraft with no exceptions. Flying operations must cease when piloted aircraft are in the proximity of model flying operations.
2. Internally mounted pulse jets, rocket or thrust engines are not permitted because of the danger of fire.
3. Instructors should be highly capable individuals who will not only provide adequate instruction but also consistently demonstrate safety by their example and attitude. Club members must be aware of their responsibilities to beginners, particularly if club instructors are unavailable. Once a beginner has overcome the basic aspects of flight training, it may be acceptable for qualified pilots to assist students who do not require other than "stick time".
4. Instructors in a club should be given additional responsibility to act on matters of safety since they provide the most direct contact with beginning flyers; these individuals can exert the most visible example of the safest manner to approach flying operations.
5. 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.
6. Mats: 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.
7. Members to have with them a Green 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. Our flying field is not to be used if any of the owner's people are at the field doing any kind of work. If they arrive to cut the field or spray the field, then you are to pack up and leave immediately. There is no exception to this rule. No one is to question any of the owner's people as to how long they will be or when they are going to cut the sod. Model assembly should be done in the designated pit area or under the sunshade.
9. A fire extinguisher must be present for all powered RPA operations.
10. Smoking is prohibited in pit areas when fuelling ALL aircraft.
11. Frequencies will be controlled by a positive means if flying on 72mhz.

12. All radio equipment must be in good condition and working order. All planes and radio equipment are subject to inspection by any of the executive of the club and can be deemed unsafe.
13. 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.
14. Pilots are prohibited from standing either on or immediately adjacent to any active runway at least 75 feet in front of the PIT area.
15. Pilots will ensure that no one is standing in line with the propeller or operating engines.
16. 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.
17. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
18. 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.
19. Taxiing of aircraft must be at 90 degrees from the Pits with NO taxiing from the runway back into the Pit area.
20. 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) BRCF field is at the 15th Side road 1.5km east on the 10th line (15th to the east and the 10th to the south) approx. 250m x 800m. Pits area is set up at the field entrance way where we unload and load our vehicles then we park along the 10th line.
21. That strict announcement procedures be normal operation where pilots call out to other flyers any intention to land or take off or move out to the active runway.
22. Take off and landings may be done from the runway area itself. To minimise the effects of radio interference, these locations should be spread out by a minimum of 20 feet.
23. 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.
24. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
25. 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.
26. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
27. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is Alliston OPP Detachment.
28. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.

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

29. The aerodrome name is Kirby Field (CKF8) and it is located 1.2 nautical miles in a Northeasterly direction of our modelling site.

30. The aerodrome has a grass strip and no winter maintenance.

31. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

32. In the event of a “fly-away” towards CKF8, you may call the aerodrome operator at 905-729-0747 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

33. BRCF club members should check for updates related to 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 modeller’s to reference.

34. The club executive has contacted the operator (OPR) of CKF8, and they have expressed no issues with our RPAS site

35. 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 Beeton. No Night flying is allowed.

36. 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 air horn 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.

37. 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.

38. 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 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.

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

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

Field Layout Location – 10th Line Site - 44°06'57.0"N 79°44'00.9"W