DIDSBURY RADIO CONTROL FUN FLYERS CLUB

FIELD RULES

March 27, 2023

Introduction

Site safety rules are necessary to provide an understanding of the required actions to ensure aviation and public safety and to promote member safety, thus being in the best interest of members, the club, the community, and MAAC.

Definitions

Pilot – a MAAC member in good standing who has a 'pilot' status attached to their MAAC membership and has a pilots license under Canadian Aviation Regulations (CARS), as applicable. Pilots may fly unsupervised, unless a spotter or helper is otherwise required.

Student – a MAAC member who has not yet demonstrated basic competency in their category as required by the MAAC Safety Code. Student pilots may only fly under the supervision of a club-appointed Instructor.

No Fly Zone – areas where flying models is prohibited by regulations, club rules, or agreement with neighbours as outlined in the MAAC Safety Code.

Normal Operating Procedures and Club Safety Rules

All RPAS pilots must have a copy of these rules available at the site – either electronically or printed. The club will endeavour to have a printed copy at the site.

1. Model assembly should 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 or started in the start-up stands, 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 north or south but away from the sun.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying.

6. Our flying area, as measured from the center of the pilot stations, is a box 900 meters east/west and 700 meters north/south. Refer to the Site Flying Area map attached. For no-fly zone depictions see attached Field Layout map.
7. Recovery of RPA that lands/crashes off the runway but in the flying area will be done in agreement with any pilots flying.
8. A fire extinguisher must be present for all powered RPA operation.
9. If there is an accident requiring emergency services, cellular service is adequate to call 911. The address is 2040 – 20 Twp.Rd. 314.
10. Pilots may fly in formation provided they agree to do so. There is a limit of five airborne RPA.

The Didsbury R/C Fun Flyers Club operates within 3nm of an aerodrome as listed in the Canada Flight Supplement (CFS) or Canada Water Aerodrome Supplement (CWAS) and is required to provide all members with the following information:

11. The Olds Didsbury Aerodrome (identifier CEA3 – not certified) is located 2.29 nautical miles northeast of our modelling site.
    a) There is one paved runway running East/West and one grass runway oriented NE/SW.
    b) The aircraft operating out of the aerodrome are primarily general aviation. Most of these are fixed wing and occasionally rotary wing helicopters. Additionally, there are occasionally aerial application aircraft for crop spraying and cloud seeding.
    c) Our modeling site is well clear of the normal aircraft traffic pattern.
12. There are no CFS RPA procedures and no other CFS PRO comments at CEA3 that affect our modelling site.
13. In the event of a “fly-away” towards CEA3, you may call the aerodrome operator at 825-994-4815 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
14. The Didsbury District Health Services Heliport (identifier CDD7 – CERT heliport) is located 1.93 nautical miles southeast of our modelling site.
    a) It is a paved circular heliport adjacent to the hospital.
    b) It is used for rotary wing Medevac aircraft only.
    c) Our modeling site is well clear of the normal aircraft traffic pattern.
15. There are no CFS RPA procedures and no other CFS PRO comments at CDD7 that affect our modelling site.

16. In the event of a “fly-away” towards CDD7 Heliport, you may call the aerodrome operator at 403-507-5126 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

17. Didsbury R/C Fun Flyers Club members should check for CDD7 & CEA3 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.

18. The club executive has contacted the operator (OPR) of CDD7 & CEA3, and they have expressed no issues with our RPAS site.

19. 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 Didsbury. Night flying is not allowed unless your RPA is brightly lit.

20. 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.

21. 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.

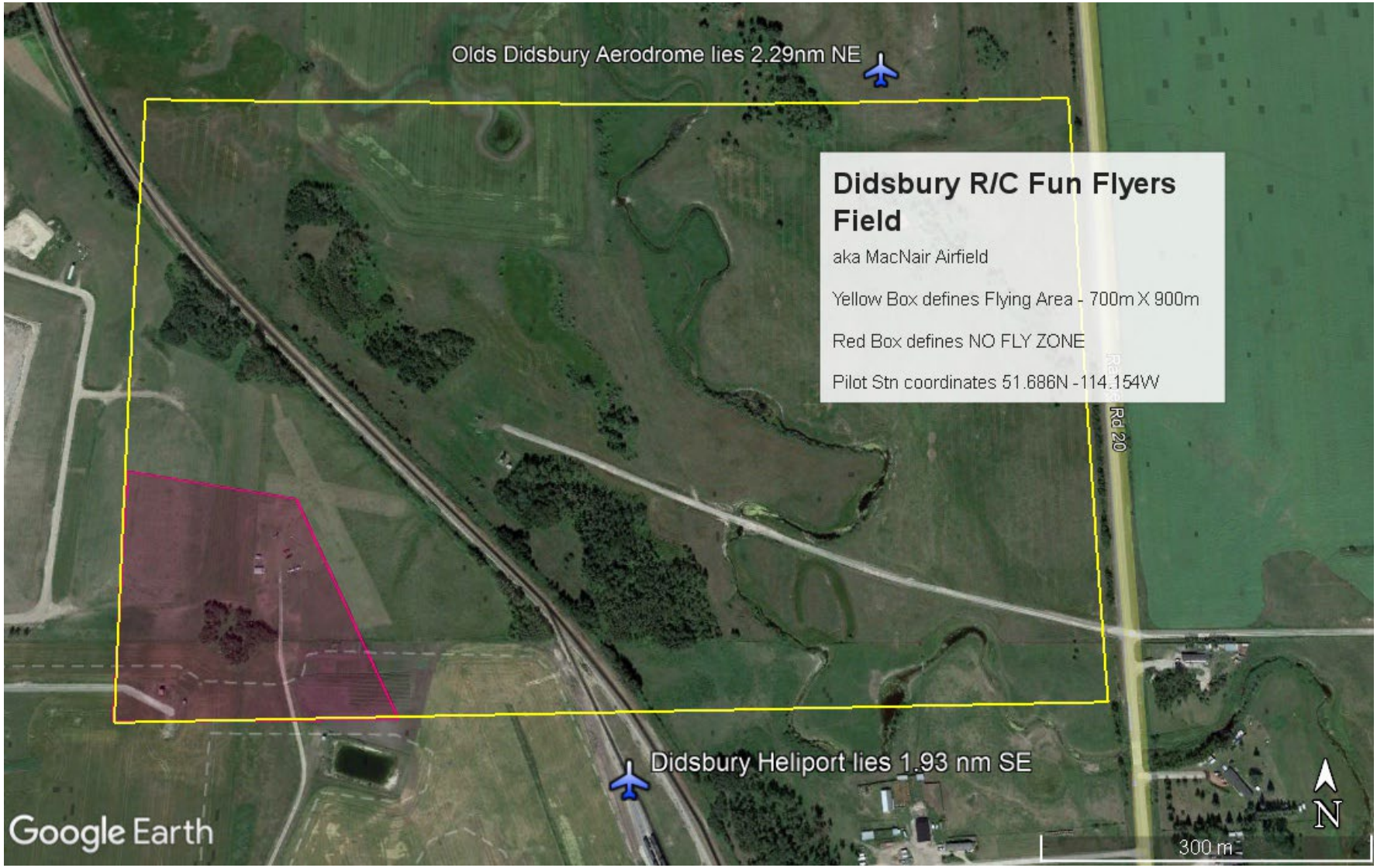
    b) If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.

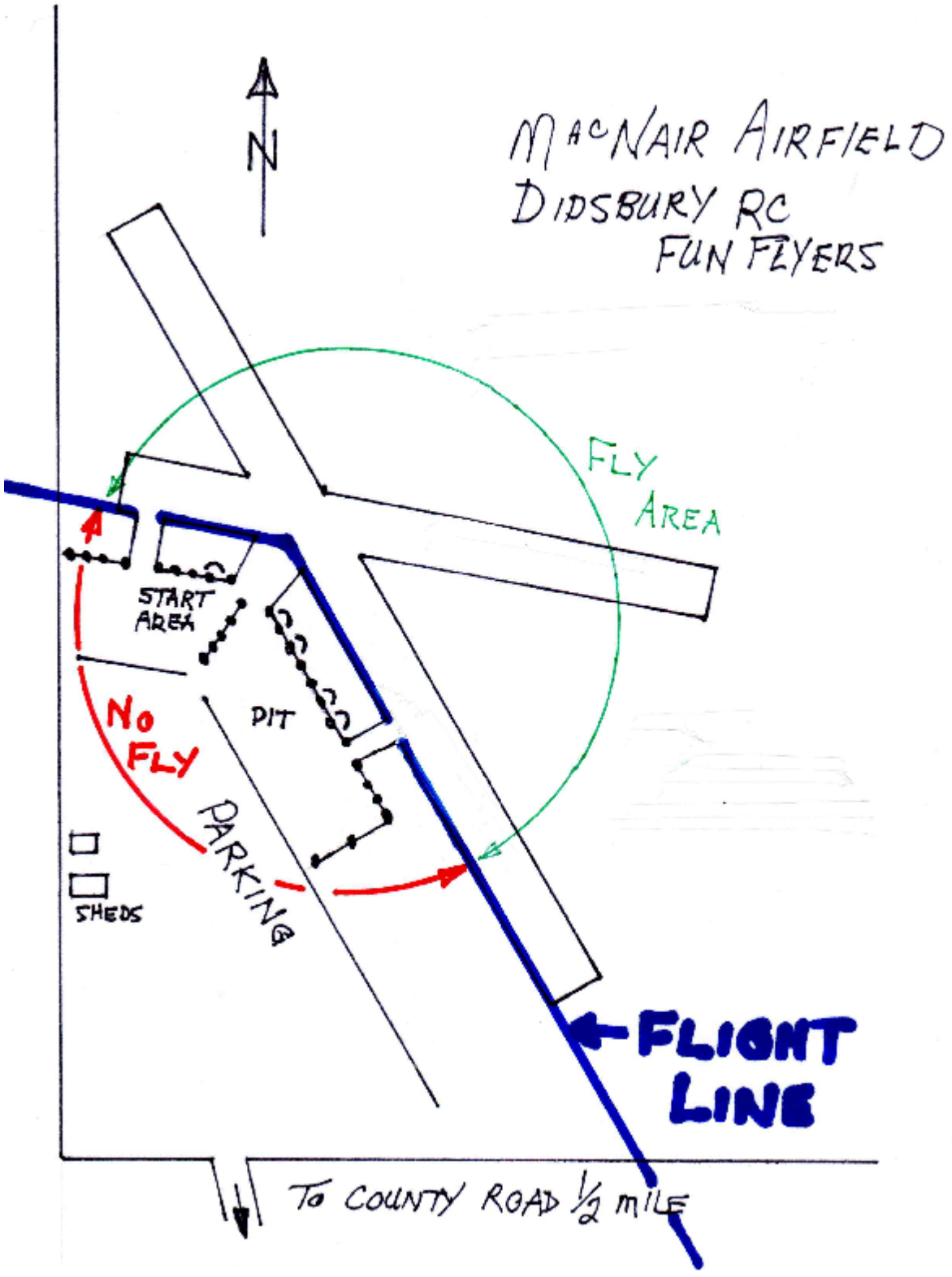
    c) If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.

    d) This process is for **your** protection.

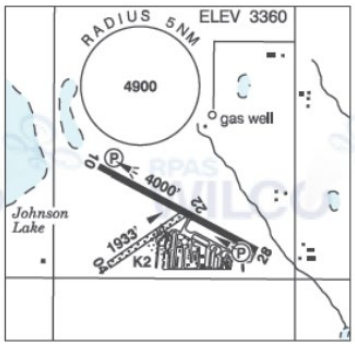
22. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
    a) If cloud is present below 1000' above the model flying area
    b) a horizontal visibility requirement of less than 3sm around the flying area, and
    c) if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
23. There are no other risk mitigating strategies required at the Didsbury R/C Fun Flyers Club field.
24. The Club executive will review these rules at least once a year.
25. All Canadian flyers must be current members of the Model Aeronautics Assoc of Canada (MAAC); or if a non-Canadian must acquire either a MAAC temporary foreign membership or a full MAAC membership.
26. Each pilot must carry his/her MAAC card and Transport Canada license, as applicable, with them while flying. Spot checks may be expected from regulating bodies.
27. All flying must be done in accordance with the most current MAAC Safety Code, MAAC Policies & Procedures documents and CARS requirements, as applicable. More details can be seen at the following website: http://www.maac.ca/en/documents.php. All flying must be done in accordance with the guidelines set out in these documents.
28. Members are responsible for the conduct of their guests, invited guest or spectators.
29. The maximum sound level for an aircraft shall not exceed 96db. Aircraft that exceed 96db sound level shall not be flown at this airfield. Refer to the noise measurement test procedure for measurement standards.
30. There will be no running of, or flying of, combustion engines prior to 10:00 am on Sundays or prior to 9:00 am on the other days of the week.
31. Upon landing and returning toward the pits all aircraft engines/electric motors will be shut down at the safety fence.
32. Members involved in or witnessing an incident or accident shall file a report as per MAAC's instructions and shall also immediately advise a member of the Club Executive of any reportable incident.
33. Necessary steps must be taken to ensure that fuel is not spilled on the grass.
34. Clean up after yourself when done flying and please take your refuse home with you.

35. Any person causing damage to another person's equipment through the improper use of the frequency board, impound, or other careless activity is responsible for the replacement or repair of the other person's damaged equipment. If the two parties above cannot agree on the manner and/or value of restitution, then the executive will be the deciding party.
36. The owner of a downed aircraft is responsible for all crop damages resulting from the retrieval of the downed aircraft. A member of the Executive Committee must be notified immediately of any crop damage.
37. Children and spectators are not permitted in the pit or flying area unless accompanied by the pilot or instructor. Utmost care will be exercised at all times to ensure the safety of the children and spectators. Only pilots, instructors and pilot assistants are permitted in the pit area.
38. No animals are permitted unless on a leash. The animal shall not be threatening or obnoxious to others. The owner is responsible for cleaning up after the animal, before leaving the field and for any damage to the field or club facilities caused by member's pet.


Olds Didsbury Aerodrome lies 2.29nm NE
Didsbury R/C Fun Flyers Field
aka MacNair Airfield
Yellow Box defines Flying Area - 700m X 900m
Red Box defines NO FLY ZONE
Pilot Stn coordinates 51.686N -114.154W
Rg 20
Didsbury Heliport lies 1.93 nm SE
Google Earth
N
300 m


N
MacNAIR AIRFIELD
DIDSBURY RC
FUN FLYERS
FLY
AREA
START
AREA
PIT
NO
FLY
PARKING
SHEDS
FLIGHT
LINE
To COUNTY ROAD ½ MILE

OLDS-DIDSBURY AB CEA3



REF	N51 42 40 W114 06 24 4.3S 15°E (2013) UTC-7(6) Elev 3360´ VTA A5005 LO2 CAP
OPR	KS2 Management Ltd. 825-994-4815, 403-829-8105 Reg
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
SERVICES	
FUEL	100LL, JA Self-serve H24, VISA, MasterCard
OIL	65, 80, Turbo
S	1,2,3,4,5,6,
RWY DATA	Rwy 10(103°)/28(283°) 4000x75 ASPH Rwy 28 up 0.31% Rwy 04(041°)/22(221°) 1933x50 turf
RCR	Opr Ltd maint. Rwy 04/22 ltd win maint.
LIGHTING	10-(TE ME) AP 3.36°, 28-(TE ME) AP 3.36° ARCAL-123.2 type K
COMM	
ATF	tfc 123.2 5NM 6400 ASL
DEP	Edmonton Ctr 132.85
NAV	
NDB	K2 376 (L) N51 42 36 W114 06 26 Pvt Unmonitored
CAUTION	Intsv gliding activity to 6400 ASL vic Olds (Netook) A/D 8.5NM N check for NOTAM. CAUTION winch cable may extend from sfc to 5800 ASL (2500 AGL).

DIDSBURY DISTRICT HEALTH SERVICES AB (Heli) CDD7

REF	N51 39 42 W114 07 22 Adj ENE 14°E (2017) UTC-7(6) Elev 3374 VTA A5005
OPR	Alberta Health Services 403-507-5126 Cert PPR
PF	A-1,4 C-2,3,5 D-6
FLT PLN	
FIC	Edmonton 780-890-8386 or Edmonton 866-WXBRIEF (Toll free wi hin Canada) or 866-541-4102 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 86' dia CONC Safety Area 115' dia Max heli overall leng h 57.5'
RCR	Acute Care 403-335-2530
LIGHTING	RW(LO) green LED RF(FH)
COMM	
ATF	tfc 123.2 5NM 6400 ASL
PRO	Arr/dep 358° to 003° fr heli, slope 8% (H3). Arr/dep 110° to 115° fr heli, slope 8% (H3).

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

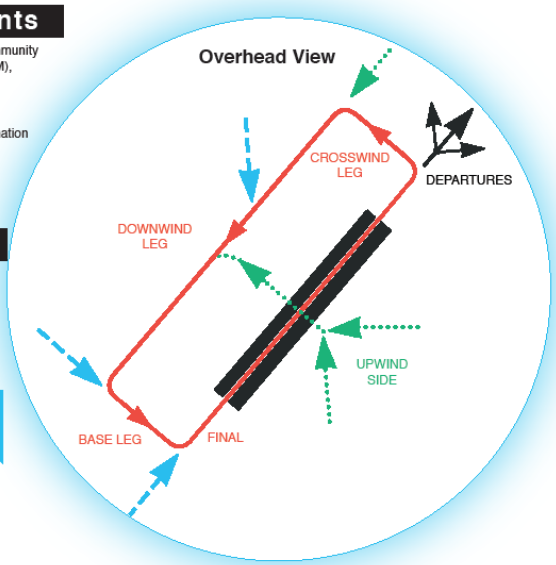
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

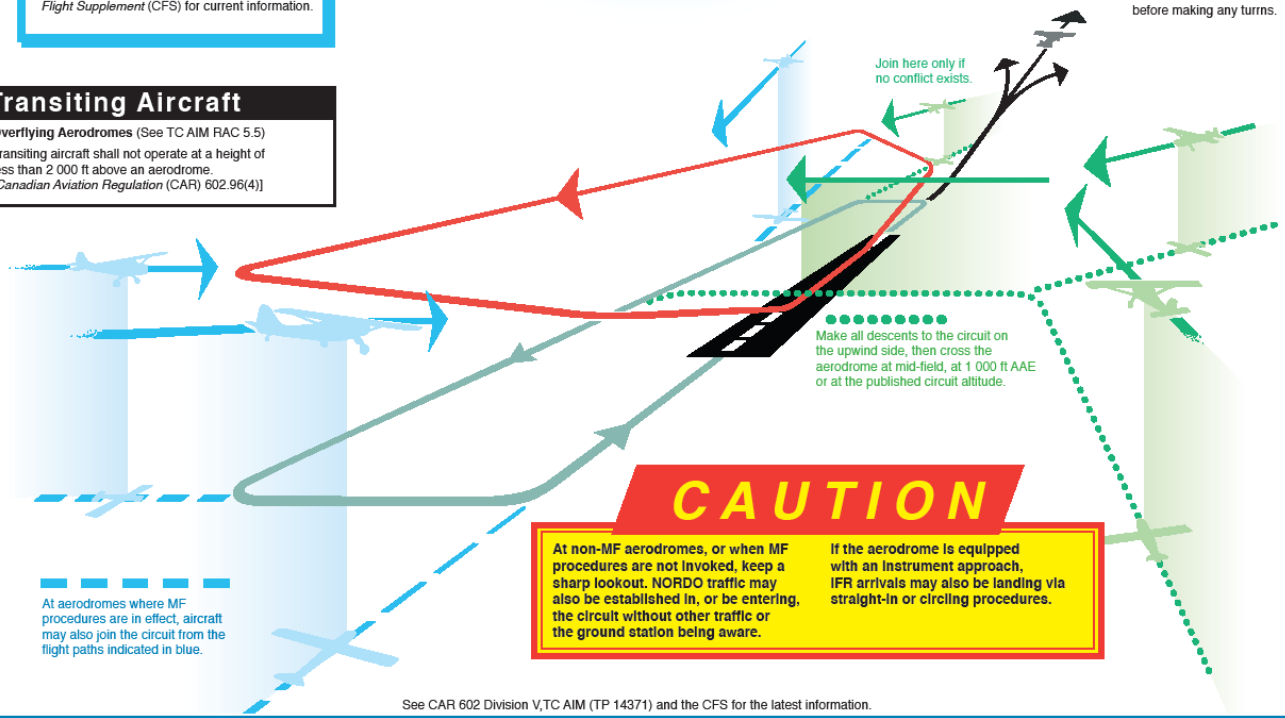
Transiting Aircraft

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)]

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.

TP 11541
(06/2010)

TC-1002940

Canada