

Windy West R/C Club

All FIELD RULES

(PASKUSKI and CPR NE RESERVOIR)

A copy of these rules must be available to all RPAS pilots using this site, either electronically or in print. The club will endeavour to provide a copy to all members and at the site.

1. DEFINITIONS

- 1.1 **Model Aeronautics Association of Canada (MAAC)** - official organization for all forms of the aero-modelling hobby for model aircraft hobbyists living in Canada. It is responsible for instituting official policies and regulations and guidelines including radio frequencies, noise restrictions, and flying clubs as well as providing liability insurance coverage to its members. MAAC acts as the liaison between the hobbyist and Transport Canada/NavCanada.
- 1.2 **Pilot** – a MAAC member in good standing who has a ‘pilot’ status attached to their membership and/or has demonstrated basic competency in their category as required by the MAAC Safety Code Documents (SCDs), Pilots may fly unsupervised, unless a spotter or helper is otherwise required by the MAAC SCD, club policies or completion rules.
- 1.3 **Student** – a MAAC member who has not yet demonstrated basic competency in their category as required by the relevant MAAC SCD. Students may only fly under supervision of a club-appointed Instructor.
- 1.4 **No Fly Zone** – areas where flying models is prohibited by regulations, club rules or agreement with neighbors as outlined in the MAAC Safety Code.
- 1.5 **Remotely Piloted Aircraft System (RPAS)** – possesses “a set of configurable elements, consisting of a remotely piloted aircraft, its control station, the command and control links and any other system elements that may be required during flight operation”.

2. AUTHORITIES

- 2.1. These rules/guidelines are established in accordance with the M.A.A.C. regulatory guide-lines (<https://www.maac.ca/en/documents.php>) as currently published.
- 2.2 These Field Rules have been approved by the members of WWR/CC as dated; subsequent revisions may be ratified by a majority vote of members present and in good standing at a stated General Meeting.
- 2.3 The WWR/CC Executive (BoD) shall review club rules for compliance to all revisions to MAAC’s SD and Policies to ensure rule compliance AND conduct an annual survey of the flying field to ensure continued conformance with MAAC SCDs.
- 2.4 Club rules apply to all club members, their guests and invited guests or spectators. Members are responsible for the conduct of their guests.
- 2.5 Pilots and students flying RPAs categories shall be familiar with Part IX of the Canadian Aviation Regulations.

3. QUALIFICATIONS TO FLY

- 3.1. Members are responsible for being familiar with all club rules and M.A.A.C. SCD's guidelines and to ensure their guests are informed accordingly to ensure adherence to all relevant SCDs including all category-specific, type-specific or venue-specific safety codes, advisories, and policies and procedures.
- 3.2 All persons flying at the field must possess proof of current and valid M.A.A.C. (International Memberships are not accepted)
- 3.3 Only guests who can produce a valid M.A.A.C. membership card are allowed to fly under the sponsorship and supervision of a WWR/CC member.
 - 3.3.1 Guests are limited to 3 field-visits per year before WWR/CC membership is required (contests and events exempt).
- 3.4 It is the responsibility of each pilot to ensure that his/her aircraft is airworthy.
 - 3.4.1 Inexperienced pilots shall be accompanied by an instructor or an experienced M.A.A.C. member for the first flight of a new or repaired model.
- 3.5 Novice pilots and new members must be accompanied by a qualified pilot in all flights until they have successfully completed the M.A.A.C Basic *Flight Training Course* (as revised February, 2017) and/or the *Wings Program*.
 - 3.5.1. To ensure that all novice-pilots have opportunity to demonstrate proficiency to the requisite "A" level, one qualified examiner will suffice if two are not available. However the candidate's instructor cannot be the sole examiner.

4. FREQUENCY CONTROL

- 4.1 No frequency control is required for 2.4 GHz spread spectrum radios. For equipment on all other authorized frequencies, members must observe strict frequency control measures.
 - 4.1.1 When using 72 MHz, your M.A.A.C. card must be clipped onto the frequency board. If another pin already on the board does not allow this, you shall not turn on your transmitter until the other pin has been removed by its owner.
 - 4.1.2 Use of adjacent channels is allowed with the consent of both flyers, but a ground check should be done with both transmitters to ensure no interference.
 - 4.1.3 Anyone who causes a crash through interference with the person who rightfully has control of a specific frequency will be held responsible for any damage caused to any other fixed or rotary-winged aircraft and must either replace, repair or make a mutually agreeable financial settlement for the damages caused to that other person's equipment.

5. ENGINES and MUFFLERS

- 5.1 All engines must be equipped with a muffler which effectively muffles the sound of the motor (typically 90dB @ 1m above the ground at 3m distance in all 4 quadrants; IMAC and M.A.A.C. Scale maximums are 98dbA @ 3m downwind to the right side of the prop at 61cm off the ground over a hard surface (96dbA over a soft surface)). At this time we will not be enforcing a noise level rule, but this is subject to change in the future and the BoD reserves the right to do so.

6. PIT AREA

- 6.1 All aircraft shall be restrained (either by a helper or a mechanical restraint) during start-up and/or preparation for flight.
- 6.2 Engines may be started in the pit area in preparation for flight.
 - 6.2.1 Extended engine run-up (more than 3 minutes) in the pit area is forbidden (use the area east of the 3D shed).
- 6.3 All aircraft shall be equipped with a “throttle cut” (transmitter) or “kill switch” (airplane).
- 6.4 All aircraft must be physically restrained (i.e. tail-hooks) by the pilot or helper until they are in taxi-way. There is to be NO UNRESTRAINED TAXIING IN THE PITS between the table area and taxi-way(s) at any time. The assistance of a helper shall be requested by the pilot if necessary.
- 6.5 The engines for all pit-bound aircraft must be shut down at/before the pilot safety fence.
- 6.6 All aircraft operating on 2.4 GHz shall have the fail-safe feature, at idle, enabled.

7. IN FLIGHT

- 7.1 The only category that can be operated at this site is RPAS.
- 7.2 Aircraft shall not be flown in a reckless or careless manner that may result in injury to other persons or damage to property.
- 7.3 All pilots must occupy one of the pilot stations behind the safety fence while flying.
- 7.4 The maximum number of RPA models’ flying at one time is five (5).
- 7.5 Landing aircraft have the right of way but it is up to the landing pilot to warn of their approach.
- 7.6 No aircraft may be launched from the pits.
 - 7.6.1 Combat, electric and sail-planes may be hand launched from the flight line or pilot stations towards the runway.
- 7.7 After take-off, all manoeuvres shall be executed north of the northern edge of the E-W runway in an east or west direction.
- 7.8 Flying is not permitted down the center of the runway except for landing and/or taking off.
- 7.9 During evening hours or when the sun is low, flying north-south at the east end of the E-W runway is permitted after ensuring all pilots on-site are aware of your intentions.
- 7.10 No aircraft shall be intentionally flown under the N-S power lines west of the E-W runway.
- 7.11 No aircraft shall be flown, at any time, toward, at or over:
 - the pit area or pilot stations,
 - designated no-fly zones
 - the parking and/or public observation areas
 - any other area that might cause damage to persons or property, or
 - within 30 meters of any person, building or object regardless of altitude

8 ROTARY-WING AIRCRAFT

- 8.1 Helicopters and multi-propeller platforms must comply with all local field rules.
- 8.2 Unless there is absolutely no fixed-winged activities occurring on-site, all rotary-winged activity shall be confined to a zone at the south end of the N-S runway, south of a visually extended E-W runway and west of the defined pit area.
 - 8.2.1 Pilots may fly as far west and/or south as they choose ever bearing in mind the 75' (30M) clearance from all people, animals, vehicles and buildings etc. and the line-of-sight regulations.

9. ADJACENT AERODROMES (incorporated by SAG – Sept/23)

- 9.1 As the CPR Lake NE Reservoir site is located within 3nm of an aerodrome as listed in the Canada Flight supplement (CFS), the following is required information.
 - 9.1.1 The aerodrome name is Coaldale (Rednek Air) (CRD2) and is located 2.71nm east of the site.
 - 9.1.2 The aerodrome has one grass runway (06/24) with no services, and prior permission is required to use this facility (PPR).
 - 9.1.3 There are no RPAS procedures or other issues that would cause our RPAS to affect the normal traffic pattern.
 - 9.1.4 The club executive has contacted the aerodrome operator and they expressed no issue with our RPAS site. [sic – RKG]
 - 9.1.5 In the event of a fly-away towards CRD2, you may contact the aerodrome operator Larry Oddan at 403-331-9228 and advise him of the situation.

10. FIRST PERSON VIEW (FPV)

- 10.1 Mandatory safety rules for FPV are covered in the M.A.A.C. Safety Codes

11. PARKING and SPECTATORS

- 11.1 All vehicles are restricted to the designated parking areas; no parking is permitted on the entrance roadway outside the gate.
- 11.2 Members are responsible for any damage incurred to club property by themselves or their guests.
- 11.3 All members are responsible to ensure that litter, including crashed planes, is immediately removed and that common areas are kept clean.
- 11.4 Unsupervised children and spectators are not permitted in the pit area.
- 11.5 Pets must be leashed and are not allowed in the pit areas, at the pilot stations or on the runways.

12. MÉLANGE

- 12.1 No alcohol or controlled substance may be consumed on the premises while the field is active.
- 12.2 No modification may be made to the field or site facilities without the prior approval of the BoD.

13. INCIDENT/ACCIDENT REPORTING

- 13.1 Members involved in or witnessing an incident or accident shall file a report.
 - 13.1.1 Members shall also immediately advise the club executive of any reportable incident.

14. ENFORCEMENT

- 14.1 The WWR/CC Board of Directors (BoD) has the authority to enforce these rules.
- 14.2 Members are obliged to alert offenders of any/all infractions personally observed in a timely manner.
- 14.3 Blatant disregard or repeated violation of M.A.A.C. Safety Codes or these field rules may result in the revocation of flying privileges.
- 14.4 Any physical or verbal altercation will be considered harassment and may result in the BoD ordering expulsion from the club.
- 14.5 All applicants must declare annually that they have read and will abide by these field rules and all M.A.A.C. Safety Codes; membership will not be granted otherwise.

I declare that I have read, understand, and shall comply with the latest version of all WWR/CC & M.A.A.C. safety codes, rules, guidelines and policies.

(Signature)

Date

M.A.A.C. ID

Adopted: November 2, 2010
Revised/Ratified: March 6, 2018
Amended: April 3, 2018
Revised/Ratified: March 13, 2023
Modified by SAG (MAAC): Sept. 7, 2023

Addendum – CPR Lake Venue

14. With exception of rules specific to Paskuski Field runways and pit areas, all field rules as ratified and approved by MAAC apply (per the SoC).
15. As per the *Letter of Agreement* with St. Mary’s Irrigation District (SMRID) of July 3rd, 2019, the following conditions apply:
- 15.1. Only members in good standing with WWR/CC can fly under this agreement
 - 15.2. Only Alberta Fish and Wildlife (F&W) inspected and SMRID certified watercraft can be floated/flown at this venue
 - 15.2.1 All watercraft (boats, planes, etc.) must first pass the *aquatic invasive species inspection* by an Alberta Fish & Wildlife Invasive Species Official
 - 15.2.2 All watercraft that have passed the Alberta F&W inspection must each bear an SMRID sticker signifying compliance
 - 15.3. Pilots must have in their possession, and be able to produce on demand by Alberta F&W and/or SMRID officials, their MAAC card (insurance) as well as the Alberta F&W certificate issued at the time of verification proving the inspection of their particular watercraft.
 - 15.4. Inspected and certified watercraft can only be floated/flown at this site.
 - 15.4.1 Should a watercraft be floated/flown off any other body of water at any time after completion of the inspection process, that vessel **MUST** be re-inspected and re-certified before it can again enter the water at CPR Lake.
16. SMRID retains the right to revoke our use of the reservoir at any time if these conditions are contravened.

I declare that I have read, understand, and shall comply with these conditions while at this venue.

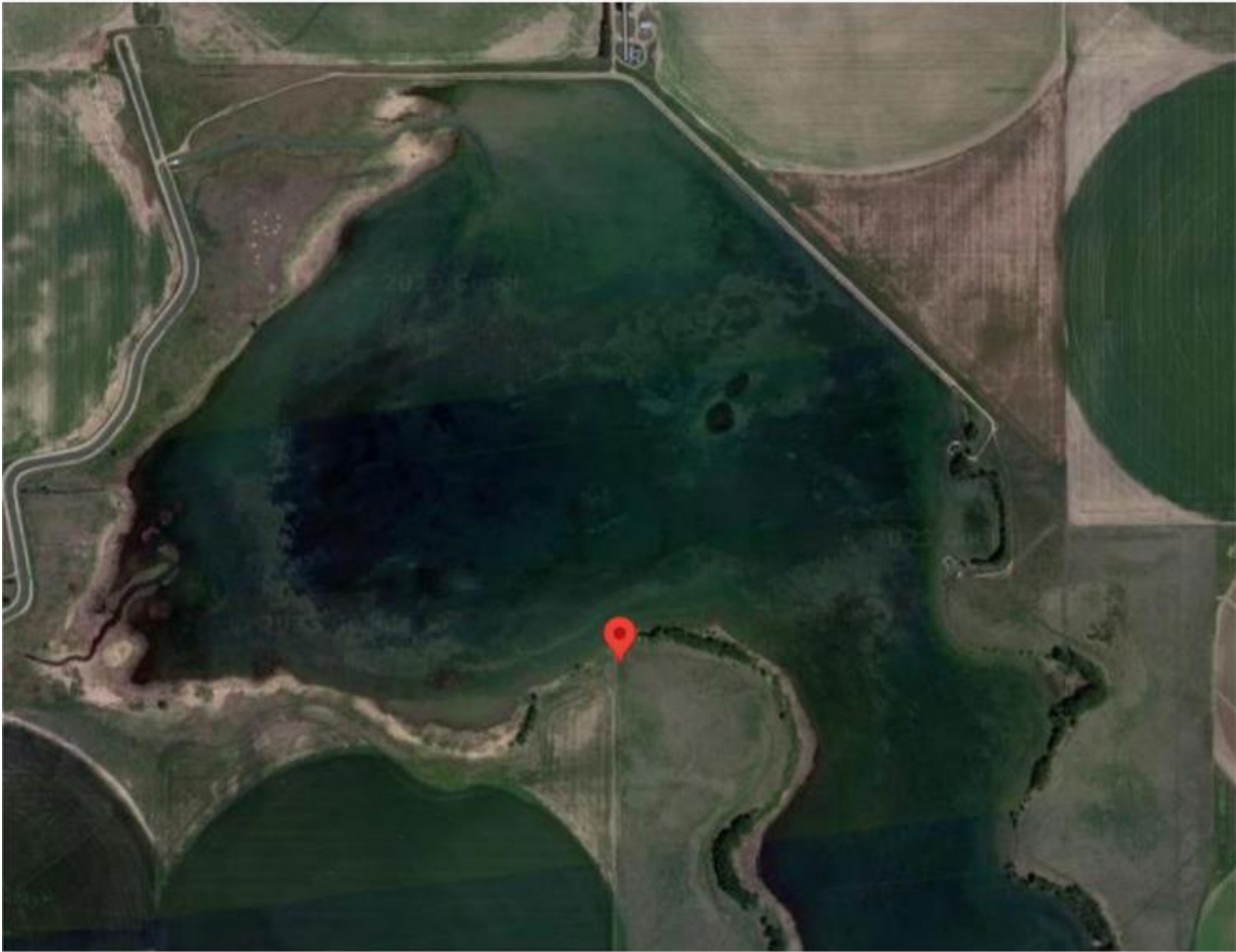
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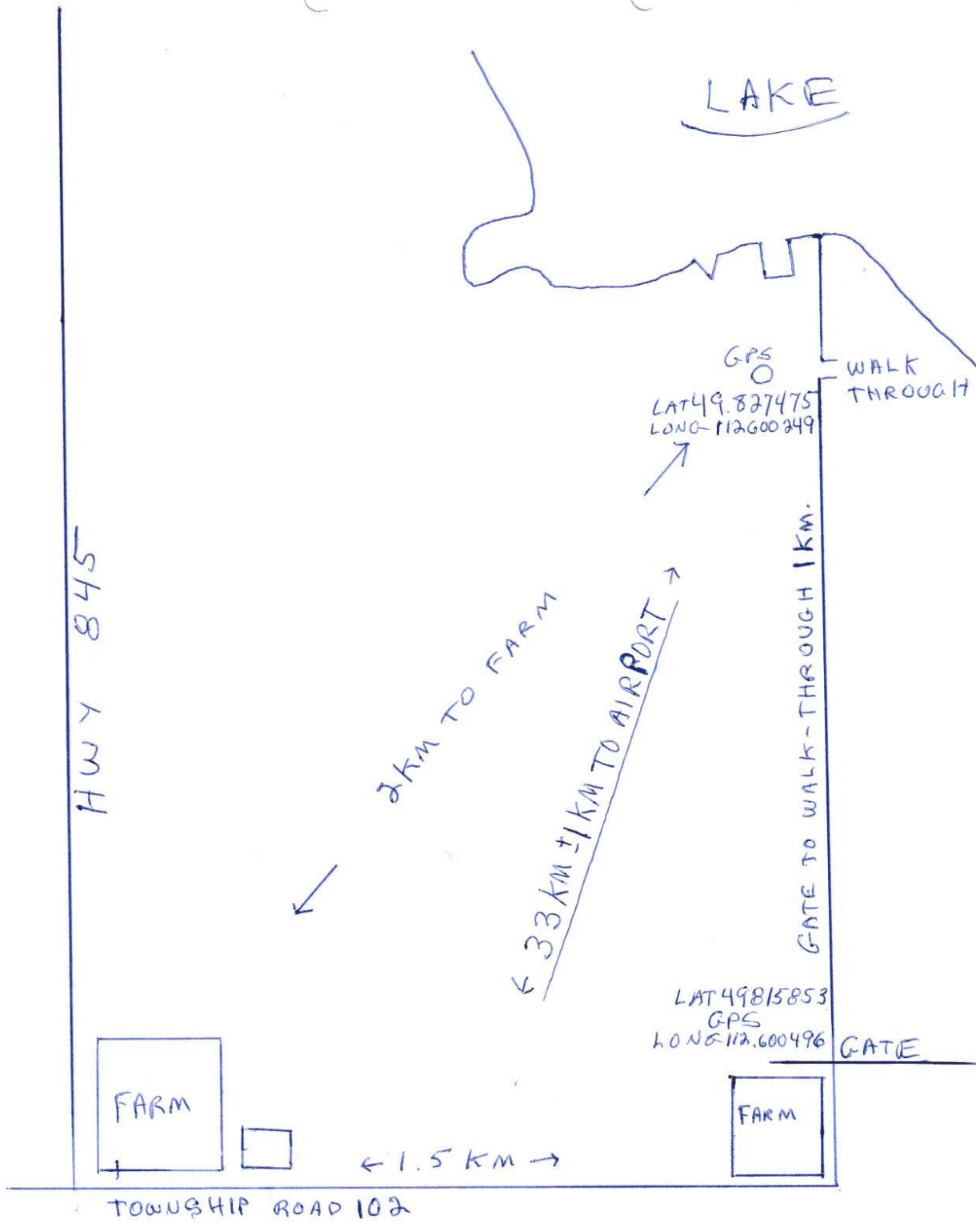
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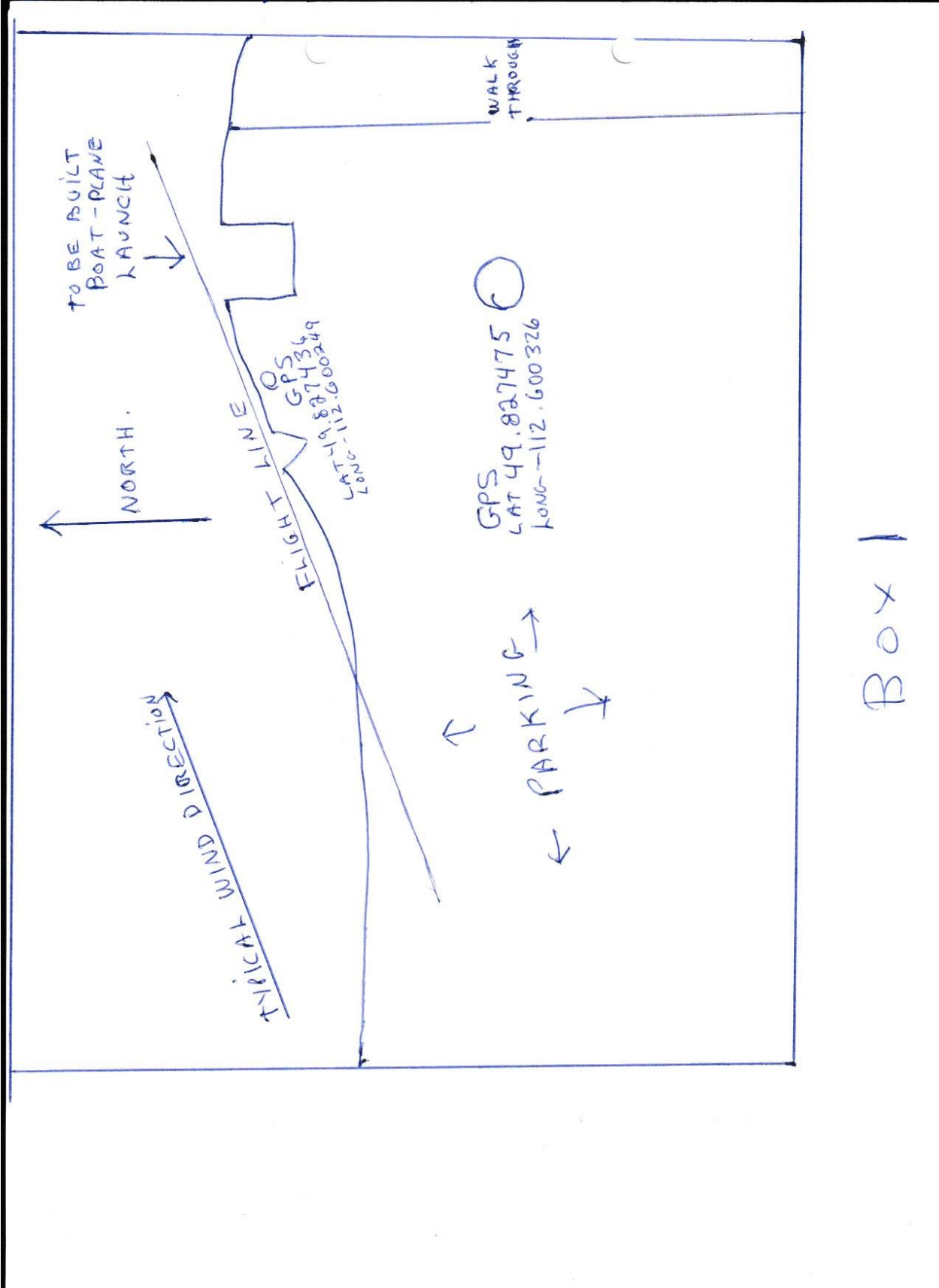
M.A.A.C. ID

Supplements by SAG(MAAC): Sept. 7, 2023 |

CPR Lake – N.E. Reservoir Flying Area







Box 1

COALDALE (REDNEK AIR) AB**CRD2**

REF	N49 49 18 W112 31 50 7NE 14°E (2015) UTC-7(6) Elev 2820' A5005	
OPR	Larry Oddan 403-331-9228 Fax 403-345-2423 Reg PPR	
PF	D-1,2,3,4,5,6	
FLT PLN	FIC FIC Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
SERVICES	FUEL 100 LL, Mogas 2 hrs PN OIL 15W50, 20W50 2 hrs PN S 2,5	
RWY DATA	Rwy 06(064°)/24(244°) 1286x45 GRASS RCR Opr Ltd win maint	
COMM	ATF tfc 123.2 5NM 5900 ASL	
CAUTION	P-line aprx 200' S of Thld 06 50 AGL. Marked P-line aprx 0 5NM S Thld 06 150 AGL. Canal N Thld 24. Road W Thld 06.	

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 (UNCOM), 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 radio-only (ROONLY) or no radio (NORADIO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

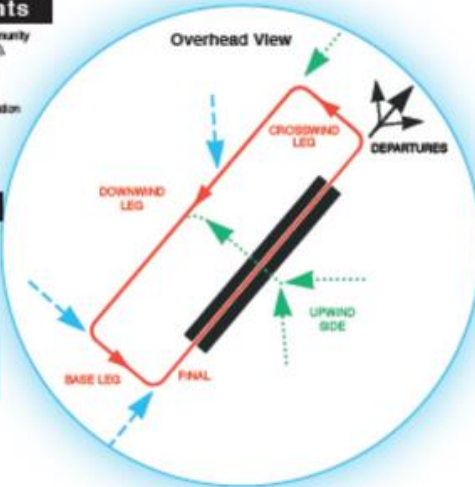
If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

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

Overlying 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(e)]

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.

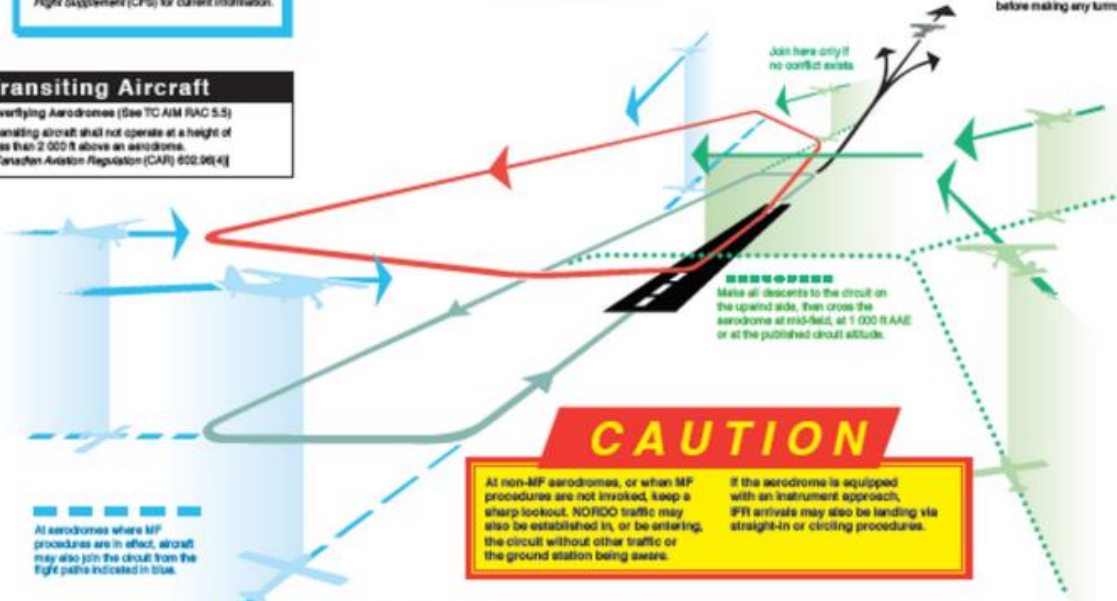
Departure: (CAR 602.100)

- 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.

Circuit: (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. NORADIO 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.