# Bay of Quinte Aeromodellers Club

# Craig's Quarry Float Pond- Rules

## Administrative

1. To use the B.Q.A.C. Craig's Quarry Float Pond property, members must be a current member in good standing of MAAC and have paid their yearly club dues. The only exception could be a MAAC member flying as an invited Guest.

2. It is not permitted to fly alone at this site

3. Rescue Boat, Life Jackets X2 and oars onsite. Ensure drain plug is installed in rescue boat.

4. Two members should man the rescue boat with life jackets.

3. Gate is to be kept locked when the field is not in use, gate code is know to members

4. All rules can be found in Bay of Quinte Aeromodellers member handbook - Constitution and Bylaws, it is available on the B.Q.A.C. website. Specific rules For Craig's Quarry are located in Appendix B Bylaw #2.

A copy of these rules must be available to all RPAS pilots at the site, either electronically or in print. The club will endeavour to leave printed copy at the site.

## Normal Operating Procedures and Club Safety Rules

- Model assembly should be done in the designated pit area
- Batteries shall not be connected to electric models prior to use in the start-up area – no exceptions.
- Gas/glow/ models must be restrained in some manner and started in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
- 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 at the pilots discretion.
- Hand launching shall be done in agreement with any pilots flying.
- Our flying area as measured from the center of the pilot stations and is a rectangle 600M left, 300M right and 300m straight out. We overfly adjacent farm fields without any no-fly zones, but pilots are encouraged to keep planes close.
- Recovery of RPA that land/crash on land will be done in agreement with any pilots flying.
- Recovery of RPA that land/crash on water will be done with the recovery boat in agreement with any pilots flying.
- A fire extinguisher must be present for all powered RPA operation.

- If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 76 Craig Road, RR6 Belleville, On.
- There is a limit of 3 airborne RPA at a time.

B.Q.A.C. Craig's Quarry Float Pond operates within 3 nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

The aerodrome name is Belleville Marker Field CNU4 and its is located 2.83 nautical miles South of our modelling site. The aerodrome has one grass/gravel runway (09/26) that is only maintained seasonally, The field is closed to the public, only for owners private use.

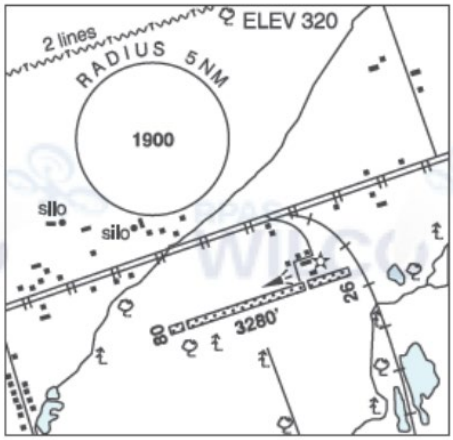
- in the event of a fly-away towards CNU4 you may call the aerodrome operator D. Byrd at 613-962-7337 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
- B.Q.A.C. club members should check for CNU4 related NOTAM either using the NAV CANADA NOTAM portal 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.
- The club executive has contacted the operator (OPR) of CYTR, and they have expressed no issues with our RPAS site.
- No flying will commence until 9 AM and will end a half hour before sunset, the time of which is available on the Weather Network App for the City of Belleville, On. Sunday flying will end at 4 PM. Night flying is not allowed at B.Q.A.C. Craig's Quarry Float Pond
- Visual observers and MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:
    - 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.
    - ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
    - 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.
- 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:
    - 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.

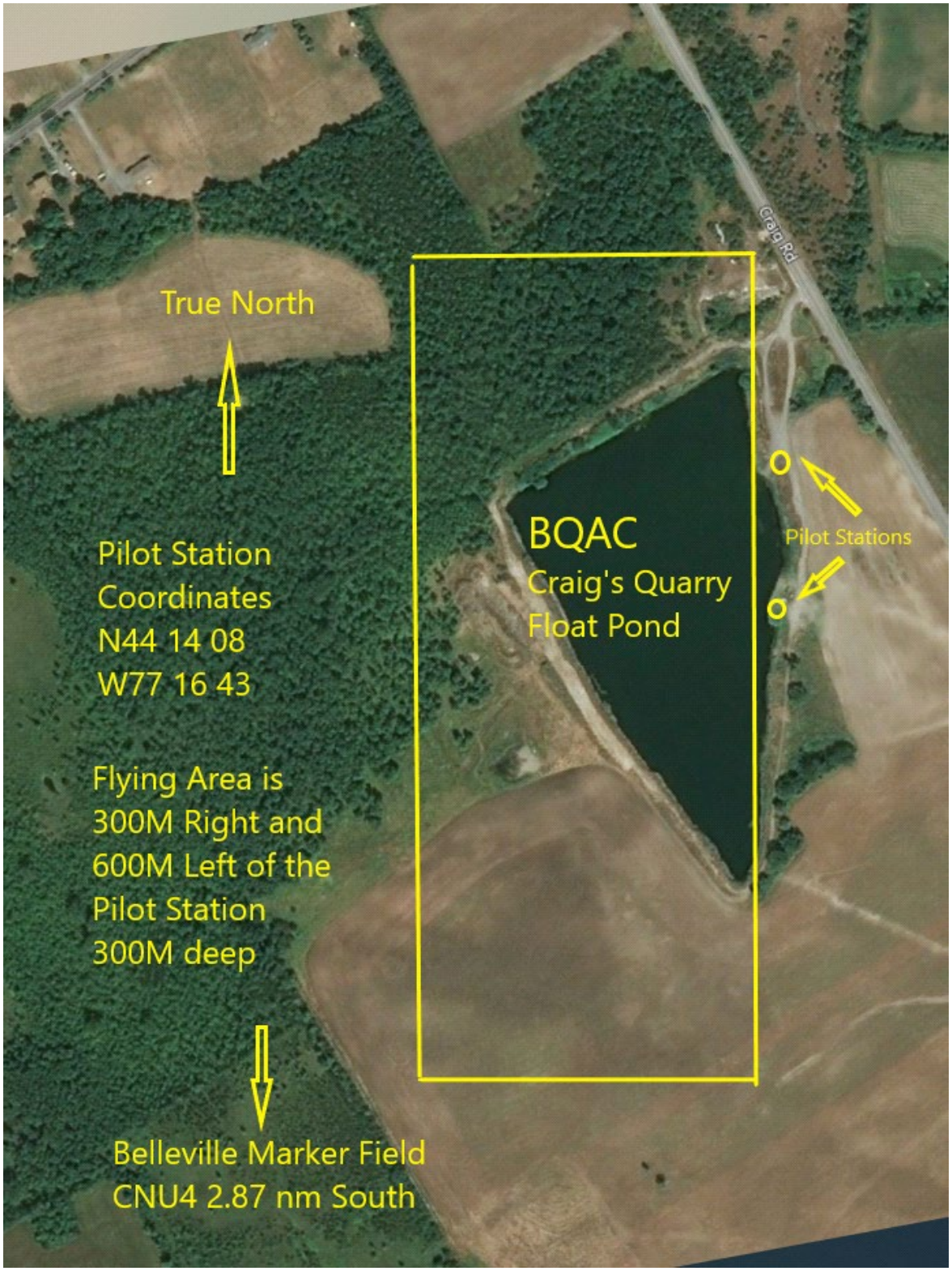
    - If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.
    - If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
    - This process is for **your** protection.
- No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
    - If cloud is present below 1000’ above the model flying area
    - a horizontal visibility requirement of less than 3sm around the flying area, and
    - if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- There are no other risk mitigating strategies required at B.Q.A.C. Craig's Quarry Float Pond.
- The Club executive will review these rules at least once a year.

ONTARIO — AERODROME/FACILITY DIRECTORY

**BELLEVILLE (MARKER FIELD) ON** — **CNU4**

| | |
|---|---|
| REF | N44 11 32 W77 18 34 1.8E 12°W<br>UTC-5(4) Elev 320´ A5000 |
| OPR | D. Byrd 613-962-7337 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN<br>FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES<br>S | 1 |
| RWY DATA<br>RCR | Rwy 08/26 3280x75 turf/gravel<br>Thld 08 displ 240´. Thld 26 displ 740´.<br>Opr No win maint. |
| COMM<br>ATF | tfc 122.8 3.5NM 3300 ASL Area underlies E quadrant of the CYTR Mil CZ |
| PRO | Refer VTPC Trenton for east & westbound rtes & Belleville Area alt. |
| CAUTION | Glider activity to 2000 ASL. |




Craig Rd
True North
BQAC
Craig's Quarry
Float Pond
Pilot Stations
Pilot Station
Coordinates
N44 14 08
W77 16 43
Flying Area is
300M Right and
600M Left of the
Pilot Station
300M deep
Belleville Marker Field
CNU4 2.87 nm South

# VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

## Communications Requirements

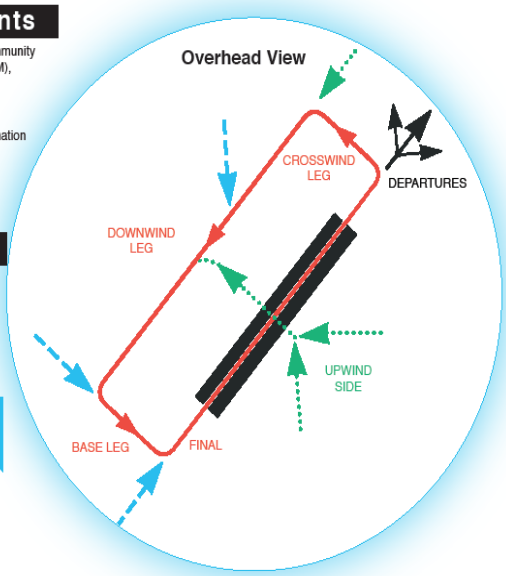
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

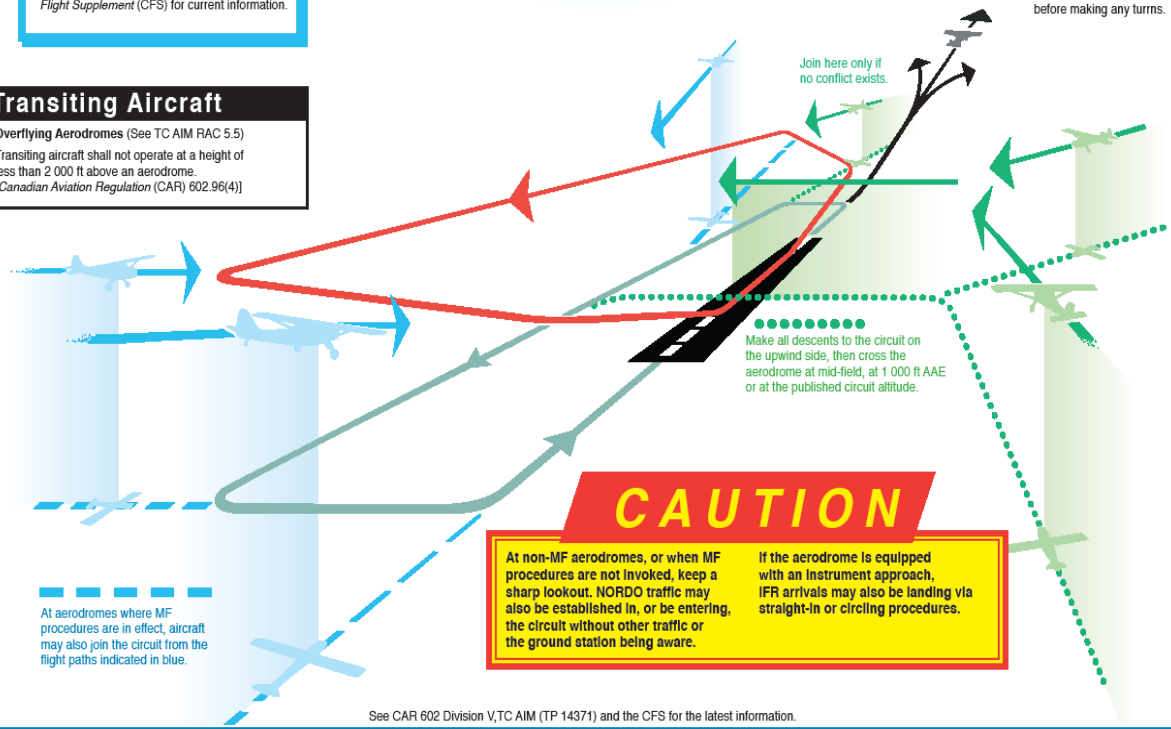
## Transiting Aircraft

**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.

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