

Beeton RC Flyers General Rules, Field Etiquette and BRCF Application Form

Administrative

- 1) 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. In order to do so the pilot will always fly with their back to the pit, spectator and parking area.
- 2) Every effort should be made to prevent fuel from spilling on the grass, (using mandatory absorbing carpets with a min. size of 2ft x 3ft).
- 3) 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.
- 4) Each club member is personally responsible for acquiring and maintaining a current Transport Canada (TC) RPAS certificate and a Drone Registration number for aircraft being flown at the BRCF field and abiding by these additional safety rules and TC guidelines. It is the sole responsibility of each member flying at BRCF (Beeton Radio Control Flyers) fields to be in compliance with Transport Canada CAR Part IX.

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. Pyrotechnic and explosive devices are not permitted to be carried or activated by model aircraft.
3. Internally mounted pulse jets, rocket or thrust engines are not permitted because of the danger of fire.
4. Frequencies will be controlled by a positive means if flying on 72mhz.
5. Pilots are prohibited from standing either on or immediately adjacent to any active runway and must stand on the pilots flight line which must be 30 meters in front of the PIT area.
6. Take off and landings may be done from the runway area itself. To minimise the effects of radio interference, flying station flight line should be spread out by a minimum of 5 meters.
7. 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 only require additional "stick time".
8. 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.
9. Any guest or club visitor who is allowed flight privileges at any field must be prepared to submit his aircraft for an air-worthiness/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.

10. 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.
11. Pilots will ensure that no one is standing in line with the propeller or operating engines.
12. 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.
13. Smoking is prohibited in the pit areas when fuelling ANY aircraft.
14. 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.
15. Taxiing of aircraft must be at 90 degrees from the Pits with NO taxiing from the runway back into the Pit area.
16. 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.
17. Mats: A) 2ft. X 3ft. mats are to be used at all times.
18. Mat must be absorbent.
19. 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.
20. 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.
21. 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 owners 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.
22. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
23. 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.
24. 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.
25. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
26. Our flying area as measured from the center of the pilot stations is a box 300m x 500m left, right and straight out. Refer to the site flying area map for no-fly zone depictions (See MAP picture) BRCF field is on the corner of the 15th Side road and the 12th line (15th to the east and the 12th to the south) approx. 600m x 900m. Pits area is setup at the field entrance way where we unload and load our vehicles, then we park along the 12th line.
27. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
28. A fire extinguisher must be present for all powered RPA operation.
29. If there is an accident requiring emergency services, cellular service is adequate to call 911, provide the civic address to the Fire Department or Alliston OPP Detachment.
30. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

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

31. The aerodrome name is Cookstown/Kirby Field (CKF8) and it is located 2.65 nautical miles in a south easterly direction east of our modelling site.
32. The aerodrome has a grass strip and no winter maintenance. The aerodrome is used by the owner and traffic frequency is very minimal. The arrival/departure paths and circuit patterns do not normally pass over our site. The normal MAAC see and avoid practice is deemed sufficient to ensure we do not interfere with the established traffic pattern.
33. The heliport is Alliston (CPJ2 – registered) and is located 1.79 nautical miles northwest of our site. The arrival/departure paths do not pass over our site. The normal MAAC see and avoid practice is deemed sufficient to ensure we do not interfere with the established traffic pattern.
34. Except for weather there are no CFS RPA procedures and no other CFS PRO comments for either aerodrome that affect our modelling site.
35. 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.
36. BRCF club members should check for updates related NOTAM (Notice To Airman) 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 completed an RPAS Wilco (using the RPAS Wilco app) site survey, please leave the info for fellow modellers to reference.
- 37.. The club executive has contacted the operator (OPR) of CKF8 and CPJ2 , and they have expressed no issues with our RPAS site
38. 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.
39. 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.
40. 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.

41. 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 3 sq. Miles around the flying area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
42. There are no other risk mitigating strategies required at BRCF Club.
43. The Club executive will review these rules at least once a year.

When visual observers are required, the club rules should be something as follows:

1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to local aircraft that occasionally fly off their grass strips that may fly in the vicinity of the BRCF field. (whatever direction airplanes come from etc.)
2. The visual observer should stand or sit at the start-up stand closest to any pilots flying, but away from the start-up stand(s) in use. Be close enough so they can hear you.
3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.
6. A copy of these rules, either electronically or in print, must be available to all RPAS pilots at the flying site. The club will endeavour to print and leave a copy in a weather proof container.

BEETON R/C FLYERS ETIQUETTE CODE

This code is intended to outline those matters which are expected of all pilots as common courtesy.

- All members will respect the safety code and guidelines without being reminded.
- Pilots should restrict their use of the operating frequency when others are waiting. Beginners should be given additional chances to use frequencies.
- Pilots share the sky with other modellers and will be considerate by attention to where and how they operate their models.
- It should not be necessary for other club members to substitute as host or attempt to apply club rules to guests.
- Club members who refuse to abide by club rules and regulations, and who disregard instructions by the safety committee will have their flying privileges revoked. By signing this you acknowledge reading and abiding by our rules.

BEETON R/C FLYERS-Application

NEW MEMBERSHIP APPLICATION

NAME: _____

ADDRESS _____

CITY: _____ POSTAL CODE: _____

PHONE #(____) ____ - _____

MAAC #: _____

Email: _____

- New Membership Probation period is 45 days from the members first flight from the club field.
- I have read and if I am approved, I will abide by the rules and regulations that have been established by the BEETON R/C FLYERS, By signing this document, I AGREE TO INDEMNIFY AND SAVE HARMLESS the Releasees from and against all liability incurred by any or all of them arising as a result of or in any way connected with my having been present at the Field, or my having used any of its facilities, or my flying model aircraft from it, including directly or indirectly causing death, injury, loss, or damage to any persons and loss or damage to any property, whether any such persons or property are located on or off the premises of the Field.

Signature: _____

Date: _____ 202____

Soloed at what Club: _____

Beeton Club Member Sponsor: _____

Number of years flying: _____ (if New flyer, enter NEW)

Revised: Nov 19th, 2025