



1. Just Highlights - December Meeting

The meeting began with Wajeeh Khan thanking the past executives for their hard work, service, dedication and commitment to our club. After which the proposed 2023 budget was discussed by Pete McKenzie and

questions were answered with what was proposed. The budget was approved and the proposal for no membership fees for this upcoming season was approved. The floor was then open for nominations for open executive positions and the CFI role for the 2023 flying season will be Umberto DiMarco who is also currently the field manager. Positions of webmaster, fliteline editor and social director still remain open.

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- 6) Indoor Flying Competition - March 6

By-Law Amendments:

During the meeting the two proposed by-law changes were tabled as there was a discussion with regard to amending the by-law to publish the results of the votes in detail by Rick Wilson. In the back and forth discussion, the amount of detail to be published was discussed in protecting the privacy of our members.

Present amendment from the meeting:

a) By Laws Article III #6

All voting shall be done by show of hands and/or electronic voting to all club members unless otherwise directed by the majority decision of the Executive Committee. If the response forms a quorum as stated in section 5 above then the majority vote is accepted. Electronic voting should be open for no less than two weeks once posted and the closing date and time shall be posted on the ballot. **Independent of the method of voting, results of the vote will appear published in the minutes of the meeting and details of electronic votes (OMFC numbers only) will be available upon request.**

b) By Law Article II: Organization 3. Elections c)

All voting shall be conducted by a show of hands and/or electronic/virtual voting unless otherwise directed by a majority decision of the Executive Committee. **Independent of the method of voting, results of the vote will appear published in the minutes of the meeting and details of electronic votes (OMFC numbers only) will be available upon request.**

Rationale for the wording: Past practice, the fliteline only gave general information and this practice will continue because the fliteline appears on our webpage and is viewable by the public. It is necessary to protect our members' privacy, details will not be published there. Details of an electronic vote, while respecting the privacy of our members by using OMFC numbers only, will be provided on request by a member as all email votes are recorded anyway and kept for future reference. The use of OMFC numbers only in record keeping of electronic voting will solve concerns presented in the last meeting. Privacy encourages objectivity in voting and reduces abstention as more members are reached and participate through electronic voting.

The meeting continued with reports from the various committees regarding the field condition, shelter and geotextile committee reports. It concluded with the approval of annual calendar events being approved and corrected.

Next Meeting

Guest Speaker:

During a February meeting at 7:45 p.m. we have invited Tom Porter who is on the board at the Mississauga Model Flying club to speak with us. Tom is an avid RC pilot with 15+ years of experience flying RC helicopters and planes. He will speak to us about his Freewing F-14 Twin 80 mm Electric Ducted Fan (EDF) jet, its setup and flying experience.

2. Understanding NAV Canada

The aviation system in Canada in layman's terms is a hierarchy of who owns what and who controls whom. At the top, all sovereign Canadian airspace is owned by his Majesty the King. He in turn has given the Department of National Defense sole purview to oversee Canadian airspace. The Canadian military takes whatever airspace it requires for its operations and allows the civilian government via Transport Canada to manage the balance. Transport Canada then regulates the remaining Canadian Airspace by setting and enforcing all airspace rules. Since Transport Canada has sole authority over who gets airspace access or not, MAAC was able to obtain exemption from them. However, Transport Canada does not operate any part of the airspace system. Various other pieces

of controlled, restricted airspaces, or otherwise have been further “sub-let” to other parties to “use” in various fashions. The largest airspace users are called “Air Navigation Service Providers” and the biggest one in Canada is called NAV Canada.

What is NAV Canada?

A private not for profit company that runs the national Air Traffic Control System, whose operating costs are covered by charging users a fee for service. NAV Canada’s biggest customers are the airlines and they pay the most, while general aviation pilots pay the least. MAAC pays nothing. They organize the country into seven administrative regions called “Flight Information Regions” (FIR’s). Here at OMFC we are in Toronto FIR. Each FIR is administered from a building called an Area Control Center and a General Manager responsible for that FIR. Within each Area Control Center are airspace experts called Unit Procedures Specialists or Airport Operations Specialists that are familiar with all RPAS rules and regulations as part of their roles. As such most MAAC Zone issues will be dealt with by these specialists.



While NAV Canada provides Air Traffic Services (air traffic control, airport advisory, weather briefings and flight information) they also provide Aeronautical Information, publications, charts and notices used by pilots for flight planning.

3. **The Importance of MAAC**

During these changing times, MAAC, more than ever, requires our support as companies, who want to implement drones for deliveries and other functions, are all wanting use of the airspace around us. Many of the changes we see here in Canada have already taken place in our neighbor to the south, as we bear witness to the greater number of restrictions set in place currently in the United States with the FAA regulations placed on the AMA.

MAAC is also a non-profit organization that brings together model airplane enthusiasts of all kinds from across Canada. Their common theme of safety, and general operations which provide insurance coverage as a member have made our hobby enjoyable and stress free over the years across our beautiful country. As a MAAC member, you can fly, after a flight check of course, on any MAAC sanctioned field as part of the Transport Canada Exception.

What would happen if we lost MAAC?

We could still fly but we would need a pilot certification to fly an RPAS(Remote Piloted Aircraft System) in Canada without MAAC.

Transport Canada, the federal agency responsible for all aviation rules and regulations, has created a two tiered pilot certification (basic, advanced) requirement for any RPAS of 250 grams to 25 kilograms in weight. In this article, I will only simplistically discuss the current basic certification process required to fly without MAAC in Canada for radio controlled models within 250 g to 25kg.

Step one: To be a basic RPAS operator, you are required to pass an online exam of 35 questions and obtain a score of 65% or above. The test covers many topics and will require quite a substantial time to study as topics that are present on the test cover rules and regulations from all disciplines of aviation and not just drones or RPAS systems. The basic test costs \$10 each time you take it and many who have taken it have said it took them more than once to get their pilot certification.

Step two: Once you pass the test, all RPAS you fly will need to be registered and once registered you will receive an identification number to be placed on your radio model

aircraft. The cost for the label with the identification number is \$5 dollars for each radio model aircraft you own, since each requires a unique identification number placed on your model. If you sell your aircraft then you must go online and deregister your model aircraft and the new owner would need to register it under their name. As a MAAC member we simply need to place, at the minimum, our MAAC membership number and MAAC phone number on our radio controlled aircraft.

Step Three: Probably the most difficult step, is to find a place where you have permission to take off and land. Public parks in most municipalities and private property are off limits, and when you take into consideration the new restrictions in place from NAV Canada's it will be difficult to find such a location.

With the basic certification the following rules need to be followed:

- pilots may fly a RPAS within the weight limit
- May not fly within 30 meters (100 feet) or people. And never fly over bystanders
- May not take off 30 meters(100 feet) from any nearby buildings.
- Proof of basic pilot certificate. Must be shown on demand
- Fly under 122 meters (400 feet)
- May not fly within emergency operations of advertised events
- May not fly within range of forest fires, concerts, or parades
- Stay outside 5.6 kilometers (3 miles) from airports, 1.9 km (1 mile) from heliports
- steer clear of all other aircraft
- respect privacy

Failure to follow Canada's new rules will also come with pricey fines as follows:

Fines for individuals

- up to \$1,000 for flying without a pilot certificate
- up to \$1,000 for flying unregistered RPAS
- up to \$1,000 for **flying where you are not allowed**
- up to \$3,000 for putting aircraft and people at risk

Step Four: When flying, pilots must make out a secure launching perimeter, have an official TCCA navigation map, make a flight plan, using a mobile app. The two I am familiar with are NAV Canada's NAV drone app and MAAC's RPAS Wilco. We will discuss RPAS Wilco in more detail in future fliteline articles and this process.

Last but not least, while optional, but for peace of mind, you will need to get your own public liability insurance to cover any mishap that may happen. Depending who you get to insure your radio controlled model, cost can vary from \$22 - \$35 per month.

The good news is we have MAAC and it is thanks to their tireless volunteer efforts in working in collegial cooperation with the professionals at Transport Canada that we can enjoy our flying here at OMFC and across Canada. I am confident that all involved are truly committed to safe skies for all manner of aerial pursuits. As MAAC members we must continue to support them while we adjust to the many changes that are occurring with technology, regulations and procedures with the air spaces around us.

4. Frozen Finger No Fly

This past year has marked a first in many aspects of the club, with regard to the construction nearby and recent events with MAAC. This year's celebrations began with the Frozen Finger No Fly Social. Club members gathered to wish each other good fortune in the upcoming year while celebrating together with hot dogs and coffee provided by the club. While no flying was permitted, the defending and still frozen finger fly champ Kim was present at the festivities along with about 20 club members. Pete was on hand to distribute membership cards while Wajeeh, Umberto and Aldo provided the members present with coffee and hot dogs. Thank you everyone for a wonderful social, Happy New Year.



5. Important Constitutional Corrections

The following constitutional changes are required to correct some of the errors, updates that have been recently discovered while reading over the By-Laws and constitutions. As they require publishing and two meetings, together with a vote for the changes to take effect, I believe it is good practice to publish the changes first so they can be easily discussed at the next meeting.

The first change has to do with new regulations in place from Transport Canada and MAAC and simply requires us to eliminate the AMA requirement for non-Canadian residents flying in Canada as this no longer applies. In order to fly a model aircraft in Canada you require a MAAC membership. You can purchase a temporary foreign membership through MAAC.

Under By-Laws: Standing Resolutions 7. Flying and Safety Rules:

Current

- a) While a Club member is flying at a Club field, their Club and MAAC (or equivalent) membership cards must be displayed or available for inspection. Guests of Club members may fly provided they are MAAC or **AMA members** and are accompanied by a Club member for the time they are flying. Guests from countries other than Canada or the United States should check with MAAC as to the status of their insurance while in Canada. No person shall fly model aircraft from any Club field unless they are a member or guest of the Club.

Change to:

- a) While a Club member is flying at a Club field, their Club and MAAC (or equivalent) membership cards must be displayed or available for inspection. Guests of Club members, foreign or otherwise, may fly provided they are MAAC members and are accompanied by a Club member for the time they are present at the field. No person shall fly model aircraft from any club field unless they are a member or guest of the Club.

The second change has to do with updating our information required by MAAC on our model aircrafts. At present MAAC requires us to place, at a minimum, your MAAC membership number and the MAAC phone number to be able to identify the owner of the radio control model similar to registering your aircraft described in an earlier article above. This requirement should be incorporated into our by-laws with the following changes:

Under By-Laws: Article I, Membership, 7. Certificates and Insignia

Current::

- b) OMFC insignia (two) for Club identification on models, etc.**

Change to:

- b) At a minimum, MAAC phone number and MAAC membership number must be placed on all models for identification purposes before flying at OMFC.

Article Reference: MAAC website MAP 01 -T-2 Airspace Classifications

6. Free Flight Indoor Competition

The indoor competition, longest rubber band free flight will be moved from the February to March meeting to give time to competitors to prepare. The club has purchased MAAC cub kits which can be purchased at the February meeting for \$2 which will be used for this competition. Since only 20 are available, kits will be sold on a first come basis. If more are required, then please email the executives and we will see if more can be picked up.

Simple Rules:

- 1) You must use a purchased MAAC cub kit.
Round 1: (Two flights)
- 2) You will hand launch your aircraft while standing on the ground.
- 3) Your aircraft will then be timed to see how long it takes in seconds to touch the ground and recorded.
- 4) You will have two attempts and the best time of the two will be taken.
Round 2 (One flight)
- 5) The best three times will then compete for 1st, 2nd and third place with one more flight by
 - a) Hand launching the aircraft while standing on the ground
 - b) The aircraft will be timed for how long it stays in the air, in seconds, before touching the ground.
 - c) Placing 1st, 2nd, 3rd will be based on the time of flight where 1st place is given to the pilot with the longest time in the air before touching the ground.

OMFC 2023 Executives

President:	Aldo Agostini	president@omfc.org
Vice-President:	Wajeeh Khan	
Secretary/Treasurer:	Pete Mckenzie	sec-treas@omfc.org
Past President:	Rick Wilson	
Field Manager:	Umberto Di Marco	
Chief Flight Instructor:	Umberto Di Marco	cfi@omfc.org
Social Director:	Vacant	
Fliteline Editor	Vacant	flitelineeditor@omfc.org
Webmaster:	Vacant	webmaster@omfc.org

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OMFC Event Dates for 2023

(for all events please contact: president@omfc.org)

<u>Date:</u>	<u>Event Name</u>	<u>Location</u>
Sun. Jan 1, 2023	Frozen Finger No Fly	Drumquin Park
Mon. Mar 6, 2023	Indoor Free Flight Competition	Union Hall
Sun. Apr. 23, 2023	Swap Meet	Union Hall
Mon. May 1, 2023	Beauty Contest	Union Hall
Sat. June 10, 2023	Electric Fun Fly	Drumquin Park
Sun. Jun. 18, 2023	Air Show	Drumquin Park
July 15 & 16, 2023	Jim Eichenberg Pattern Contest	Drumquin Park
Sun. Aug. 20, 2023	Family Fun Fly BBQ	Drumquin Park
Sat. Sept. 23, 2023	Pilot's Day	Drumquin Park

OMFC Hybrid Meeting Dates at Union Hall

Date:	Agenda
Mon. Dec 5, 2023	Constitutional Changes & Fees
Mon. Feb 6, 2023	Guest Speaker - F-14 - EDF Jet - Tom Porter
Mon. Mar.6, 2023	Rubber Band free flight Competition w MAAC cub
Mon. Apr. 3, 2023	
Mon. May 1, 2023	Beauty Competition
Mon. Oct. 2, 2023	
Mon. Nov. 6, 2023	OMFC AGM Meeting