

Saugeen RC Flying Club Rules

Administrative

1. I will be a member in good standing of Saugeen Flyers
2. I will have RPAS Basic Certification License
3. I will endeavor to participate in and support the Saugeen Flyers Wings program.
4. I will at all times fly in a safe manner
5. I will maintain my equipment in a proper manner.
6. I will not engage in any Commercial activities at the club field or at club meetings, unless authorized by the board of directors of Saugeen R/C Flyers
7. I will greet potential new members in an enthusiastic and helpful manner and direct them to a club appointed instructor should they wish to learn to fly
8. I will not interfere with a student once an instructor has been appointed unless invited to do so by both the instructor and the student
9. I will regard my fellow members or brothers in the sport and not engage in negative comments or endeavours that will impact my fellow members in a negative manner
10. I will recognize that our sport is one of the great joys of our lives and participate in a manner that emphasizes that enjoyment for all
11. Remove all garbage you create while at the field including cigarette butts.

Normal Operating Procedures and Club Safety Rules

A copy of these rules must be available to all RPAS pilots while at the site. This may be electronic or paper. The club will endeavor to place a copy in a weatherproof container at the site.

1. I will complete a successful radio equipment ground range check before the first flight of the day.
2. I will perform my initial turn after takeoff away from the pit, spectator and parking areas.
3. I will set fail safe on all my aircraft to ensure throttle goes to idle in case of a transmission interruption. All other control surfaces are optionally set by the pilot.
4. I will not perform flight or any sort, including aerobatic maneuvers, or land approaches, over a pit, or within 30 meters of spectator or parking areas.
5. I will not fly on the pilot station side of the Flight-line (see Addendum 1` at end of document).
6. All pilots will have successfully completed their RPAS Basic certification before flying at the Saugeen Air field, and will at all times have proof of completion with them.
7. Physical restraints are mandatory when starting up aircraft in the pits
8. After starting the engine, pilot will carry or manually roll the aircraft to the runway beyond the safety barrier. If the plane is too large to carry, the plane must be rolled beyond the safety barrier
9. 3D flyers must be 50 feet from the flight line when doing 3D manoeuvres.
10. I will not knowingly operate an R/C system within 4km of a pre-existing R/C aircraft club flying site without a frequency sharing agreement with that club.
11. I will not deliberately fly an aircraft without visual contact. (I.e. the aircraft must be kept within "line of sight" of the R/C Pilot).
12. No one is to fly if anyone is on the field between the pilot stations. Example someone mowing the field
13. All vehicles will be parked in the designated parking areas (No unloading in the pits)
14. Before starting engine, you must clip the frequency board. (This only applies if you are using 72 MHz frequencies. Does not apply for 2.4 GHz)
15. All planes must be started at the flight stands, or if too large at the ground level flight stands. No planes shall ever be started in the pits, same applies to electric aircraft

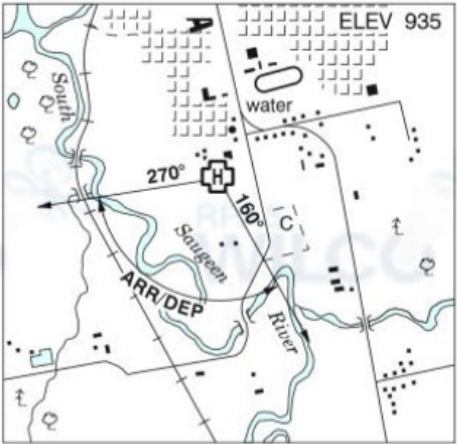
16. The muffler rule will be enforced – 90 db at 9 Ft.
17. Dead stick aircraft have landing priority
18. No taxiing in the pits. Carry the plane to and from the pits.
19. After performing lift off, always continue with the proper turn away from the pit area and parking lot.
20. Please consider our field as a park. Anything you bring out must also go home with you. This includes all garbage such as bottle caps and cigarette butts.
21. There will be NO flying over people and property at any altitude. The 30m lateral buffer between spectators and flight line must be maintained at all times
22. Model assembly should be done in the designated pit area or under the sunshade.
23. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations
24. Our flying area as measured from the center of the pilot stations is a box left, right and straight out. Refer to the site flying area map (Figure 1) for no-fly zone depictions.



Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 1164 Side road 30N Lat long (44°05'58.8"N 81°02'24.8")

Saugeen RC Flying Club operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

CANADA FLIGHT SUPPLEMENT / GPH 205		Effective 0901Z 23 February 2023 to 0901Z 20 April 2023	
ONTARIO		AERODROME/FACILITY DIRECTORY	
HANOVER (DISTRICT HOSP) ON (Heli)		CNZ7	
REF	N44 08 27 W81 01 45 Adj S 9°W UTC-5(4) Elev 935' A5000		
OPR	Hanover District Hosp 519-364-2340 Cert PPR		
FLT PLN	FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
HELI DATA	86' x 86' ASPH 114' x 114' Rstd max heli length 57.5'		
LIGHTING	RY(LO) RF(FL) ARCAL-122.625 type J		
COMM	A/G	Ambulance dispatch 129.275	
PRO	Arr/dep 160° to 270° fr heli, slope 8% (H3), day/night use.		



The aerodrome name is Hanover District Hospital, and it is located 2.5 nautical miles South West of our modelling site.

1. The aerodrome has 1 helipad
2. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
3. In the event of a “fly-away” towards the Hanover Hospital, you may call the aerodrome operator at 519-364-2340 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
4. The club executive has contacted the aerodrome operator and they have no issues with our operation.
5. Saugeen RC Flying Club members should check for any 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.
6. 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 Hanover. Night flying is not allowed
7. Visual observers and MAAC “spotters” are not used 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.
- 8. 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.
- 9. 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.
 - d. If you can see the Distillery smokestack 3nm north, flying is normally permitted.
- 10. There are no other risk mitigating strategies required at Saugeen RC Flying Club.
- 11. The Club executive will review these rules at least once a year.



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.

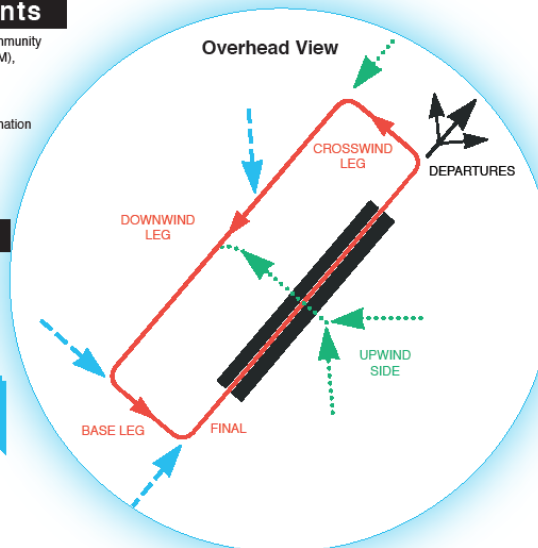
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)]

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)

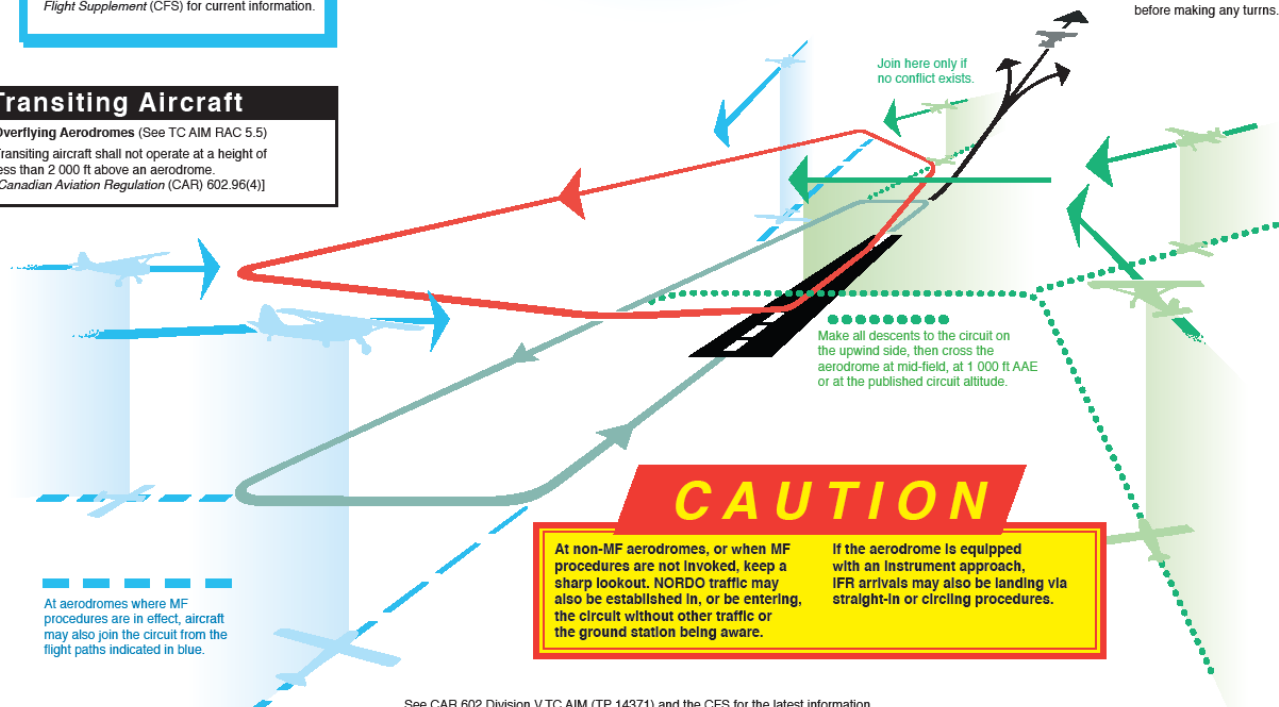
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

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.