

# Northumberland RC Modelers Club Rules

Northumberland RC Modelers Club  
10200 Sherbrook Road, Priestville, NS

**Mike Notley (902-759-8964)**  
**NRCM, Treasurer/Secretary**

**Paul Sinnis (902-396-7447)**  
**NRCM, President**

## Normal Operating Procedures and Club Safety Rules

All RPAS pilots must have a copy of these rules available at the site, either electronically or in print. The club will endeavour to provide a printed copy at the site.

1. Model assembly should be done in the designated pit area or under the sunshade.
2. All pilots must be current Members of MAAC and follow the current MAAC Safety Rules.  
(Binder with printed copy of MAAC rules located in Clubhouse.)
3. NCRM has 4 approved Pilot Stations and these must be used for all flying operations.
4. No Taxiing of aircraft beyond safety fence located behind the Pilot Stations.
5. Maximum of 4 aircraft in the air at any one time.
6. Pilot must clearly notify others for any aircraft Maiden Flights. Airspace limited to one aircraft at this time.
7. All pilots must be aware of our approved flight area prior to any flights.
8. Vehicles must be parked in designated parking areas.
9. Pilots should confirm aircraft is airworthy prior to flying. When in doubt, ask a senior member for assistance.
10. No flying permitted when runway maintenance is being done.
11. New members must complete test flights successfully before being allowed fly without instructor present.
12. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
13. 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.
14. 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 but away from the sun.
15. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
16. Our flying area as measured from the center of the pilot stations is a box 500 meters left, 500 meters right and 500 meters straight out. Refer to the site flying area map for no-fly zone depictions.
17. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

18. A fire extinguisher must be present for all powered RPA operation.
19. Northeast Correctional Facility is located 650 meters directly in front of our flying area. There is to be no flying near this facility. If there is a “fly-away” please contact Supervisor at 902-755-8547.

Northumberland RC Modellers 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:

20. The 1<sup>st</sup> aerodrome name is Trenton (CYTN) and it is located 2.1 nautical miles North of our modelling site.
21. The 2<sup>nd</sup> aerodrome name is Thorburn (CCZ5) and it is located 1.31 nautical miles South East of our modelling site.
22. The 3<sup>rd</sup> aerodrome name is Aberdeen Hospital Heliport (CNG2) and it is located 1.23 nautical miles West of our modelling site.
23. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
24. In the event of a “fly-away” towards Trenton Airport, you may call the aerodrome operator at 902-752-9348 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
25. In the event of a “fly-away” towards Thorburn Airport, you may call the aerodrome operator at 902-922-2470 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
26. In the event of a “fly-away” towards Aberdeen Hospital, you may call the aerodrome operator at 902-752-7600 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
27. Northumberland RC Modellers 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.
28. The club executive has contacted the operators (OPR) of Trenton Airport, and they have expressed no issues with our RPAS site.
29. The club executive has contacted the operators (OPR) of Thorburn Airport, and they have expressed no issues with our RPAS site.
30. The club executive has contacted the operators (OPR) of Aberdeen Hospital Helipad, and they have expressed no issues with our RPAS site.
31. 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 New Glasgow. Night flying is allowed at Northumberland RC Modellers Club if your RPA is brightly lit.
32. 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 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.
33. 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.
34. 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.
35. There are no other risk mitigating strategies required at Northumberland RC Modellers Club.
36. The Club executive will review these rules at least once a year.

Visual observers are optional, however if pilot decides to use and observer the following rules will apply:

1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (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.






## NOVA SCOTIA

## AERODROME/FACILITY DIRECTORY

## TRENTON NS

CYTN

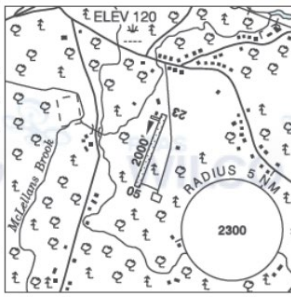
<b>REF</b>	N45 36 43 W62 37 16 Adj E 18°W (2013) UTC-4(3) Elev 319' A5003 LO8 HI6 CAP	
<b>OPR</b>	Trenton Airport Ltd 902-752-9348/ 754-9385 Reg Ldg fees	
<b>PF</b>	B-1 C-2,3,4,5,6	
<b>CUST</b>	AOE/CAN	
<b>FLT PLN</b>		
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200	
<b>WX</b>	WxCam	
<b>SERVICES</b>	Call out chg may be levied.	
<b>FUEL</b>	100LL, JA-1 12-21Z† Mon-Fri O/T ctc opr	
<b>RWY DATA</b>	Rwy 06(064°)24(244°) 5377x145 ASPH Rwy 06 up 0.58% first 1400' Rwy 24 up 1.79% first 3978'	
<b>RCR</b>	Opr Ltd win maint PN	
<b>LIGHTING</b>	06-AS(ME) AP, 24-AS(ME) P1 ARCAL-122.8 type K	
<b>COMM</b>		
<b>ATF</b>	UNICOM (AU) 122.8 12-21Z† Mon-Fri O/T ttc 122.8 5NM 3300 ASL	
<b>PAL</b>	Moncton Ctr 135.3 135.65	

## NOVA SCOTIA

## AERODROME/FACILITY DIRECTORY

## THORBURN NS

CCZ5


<b>REF</b>	N45 33 38 W62 35 41 2W 18°W (2015) UTC-4(3) Elev 120' A5003	
<b>OPR</b>	Scotia Pine 902-922-2470 Reg	
<b>PF</b>	C-1,2,3,4,5,6	
<b>FLT PLN</b>		
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>SERVICES</b>		
<b>S</b>	4	
<b>RWY DATA</b>	Rwy 05/23 2000x40 GRVL	
<b>RCR</b>	Opr Ltd win maint	
<b>COMM</b>		
<b>ATF</b>	ttc 122.8 5NM 3100 ASL	
<b>CAUTION</b>	Deep ditch 100' fr button 05. High trees on apch to Rwy 05.	

## NOVA SCOTIA

## AERODROME/FACILITY DIRECTORY

## NEW GLASGOW (ABERDEEN HOSP) NS (Heli)

CNG2

<b>REF</b>	N45 34 20 W62 38 39 Adj E 18°W (2014) UTC-4(3) Elev 77' A5003	
<b>OPR</b>	Aberdeen Hospital 902-752-7600 Ext 4531 Reg PPR	
<b>FLT PLN</b>		
<b>FIC</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>ACC</b>	(IFR only) Moncton 506-867-7177 or 866-480-8200.	
<b>HELI DATA</b>	79 x 79 Rstd to heli max length 52.5'	
<b>LIGHTING</b>	RY(LO) FL(LO)	
<b>COMM</b>		
<b>ATF</b>	ttc 122.8 5NM 3100 ASL	
<b>PRO</b>	Arr/dep btwn 290°-360° fr heli	
<b>CAUTION</b>	Trenton 2.5NM N. Thorburn 2NM ESE.	

# 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.

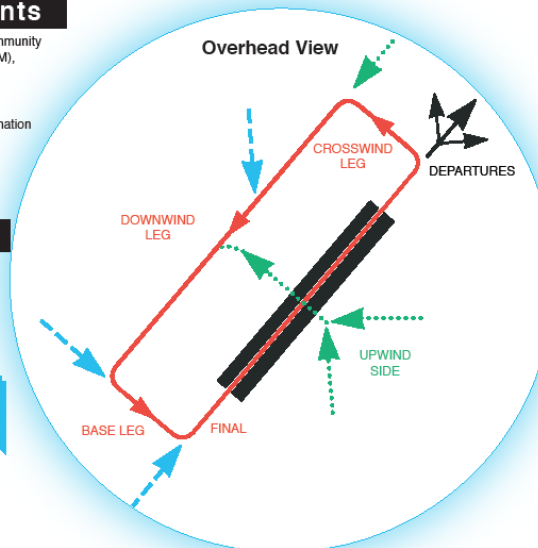
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

## 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)

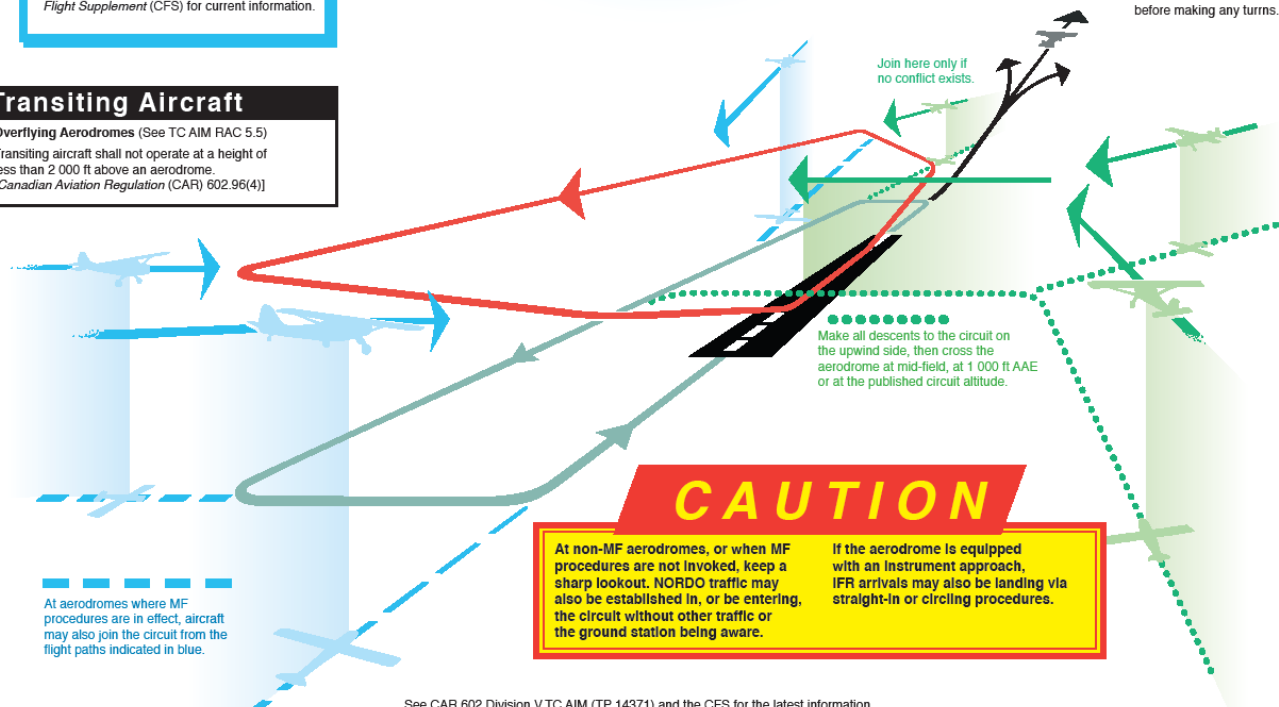
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

**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.



See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.