

Southern RC Flyers (Club Rules 2023)

Normal Operating Procedures and Club Safety Rules

A copy of these rules must be available to RPAS pilots at the site, either electronically or in printed version. The club will endeavor to provide a printed copy at the site.

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
3. 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.
4. 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.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
6. Our flying area as measured from the center of the pilot stations is a box 310m left, 310m right and 380m straight out. Refer to the site flying area map for no-fly zone depictions. No flying south past the windsock and no flying west of the flight line. Stay west of the eastern tree line and North in line-of-sight limits.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Only 1 person to enter farmers field to limit damage and all aircraft parts are to be recovered or must be reported to exec. to inform the farmer.
8. A fire extinguisher must be present for all powered RPA operation.
9. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address: 1182 Road West, Kingsville, ON.
10. Pilots may fly in formation provided they agree to do so. only 5 airborne RPA allowed at any time.

Southern RC Flyers 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:

11. The aerodrome name is Harrow (CGL2) and is located 2.4nm West of our modeling site. The runways are orientated North South, and the normally expected traffic pattern should not be an issue for our site.
12. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
13. In the event of a “fly-away” towards Harrow Airport, you may call the aerodrome operator at 519-733-2935 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
14. Southern RC Flyers club members should check for 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.
15. No flying will commence until after 10am and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Kingsville. Night flying is not allowed at Southern RC Flying Club.

16. Visual observers and MAAC “spotters” are required 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.

17. 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.

18. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a. If cloud is present below 1000 feet above the model flying area
 - b. a horizontal visibility requirement of less than 3 statute 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.
 - d. If you can see the opposite line of trees clearly, approx. 600meters.

19. There are no other risk mitigation strategies required at the Southern RC Flyers Club. The MAAC “see and avoid” practice is deemed sufficient to ensure aviation safety.

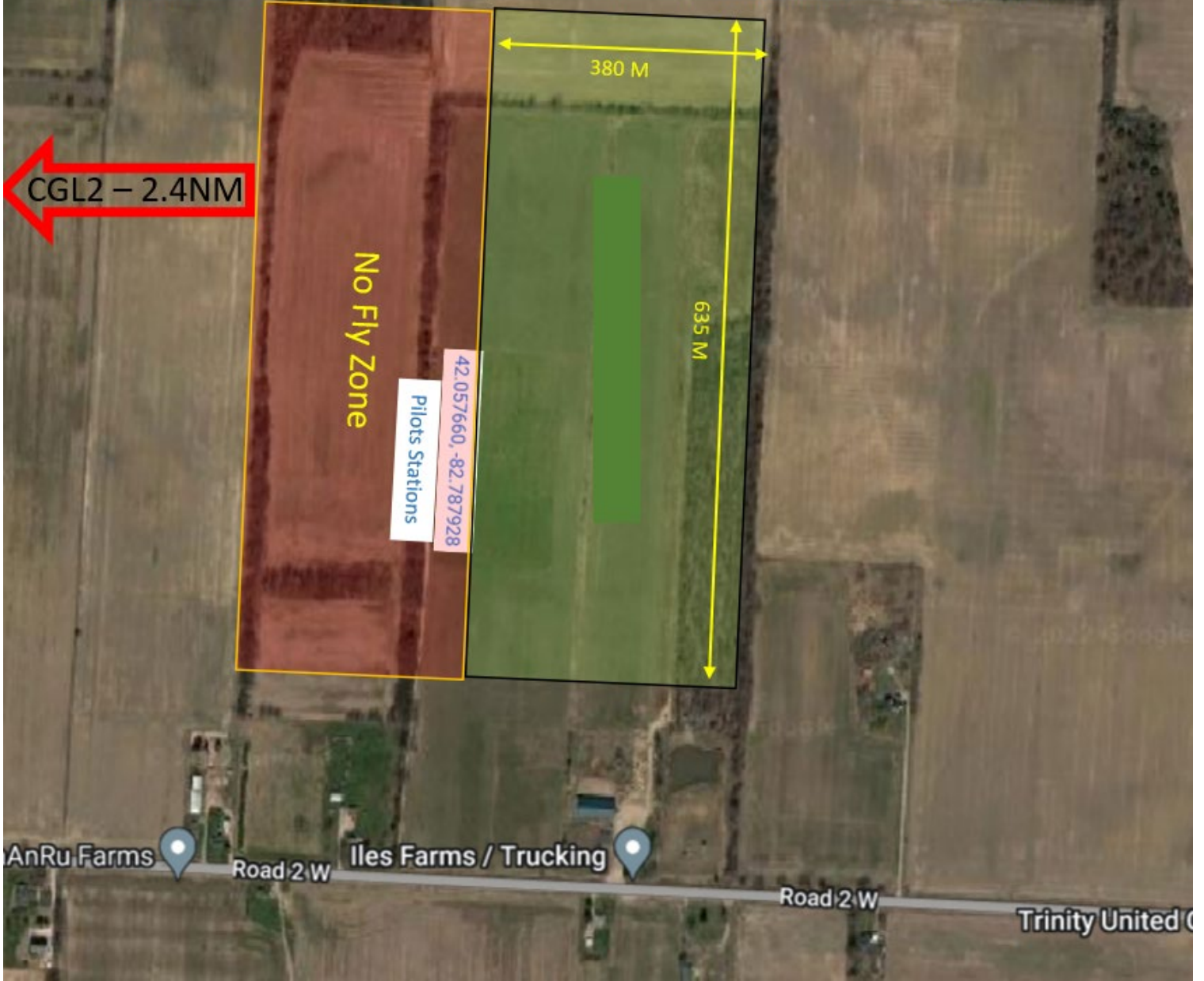
Visual Observers Responsibilities

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

1. 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.
2. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
3. When you believe the airplane is no longer a problem yell – ALL CLEAR.
4. 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.

Nearest Aerodromes & Distance from Operation

HARROW (CGL2 - AERODROME - Reg)	Lat: 42.059	Long: -82.841	4.469 KM	2.41 NM
ESSEX (CNE9 - AERODROME - Reg)	Lat: 42.096	Long: -82.879	8.718 KM	4.71 NM



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 (ROONLY) or no radio (NORDDO).

Standard Left-Hand Pattern

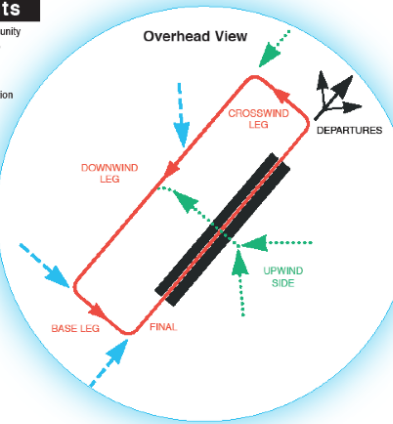
Before arriving at an uncontrolled aerodrome, plan your approach to the circuit. If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

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)]

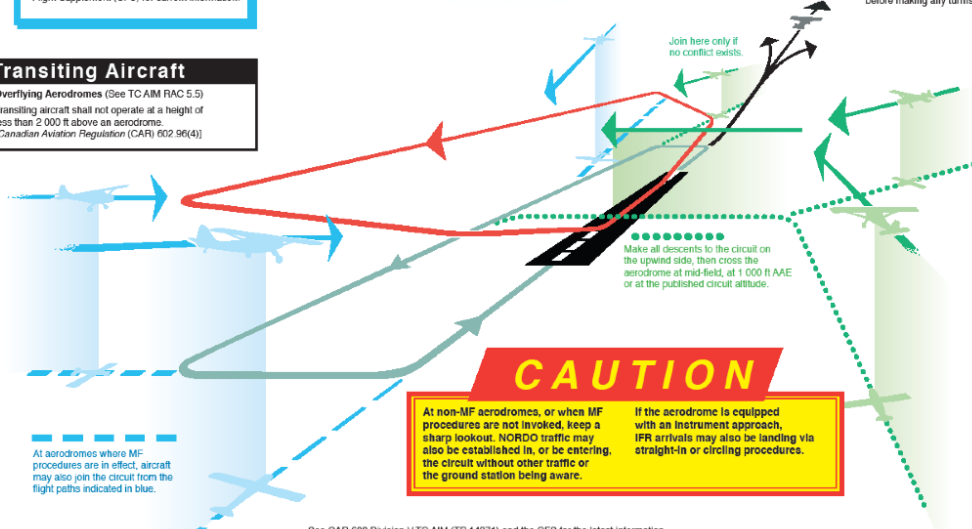
At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



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. NORDDO 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.

TP 11541 (06/2010)

TC 1002940



ONTARIO

AERODROME/FACILITY DIRECTORY

HARROW ON

CGL2

REF	N42 03 34 W82 50 27 3.8ENE 7°W UTC-5(4) Elev 610' A5000
OPR	Louis & Thérèse Levesque 519-733-2935 Reg PN
PF	C-1,2 E-3,4,5,6
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 01/19 3000x100 turf Thlds 01 & 19 displ 400'. Rwy soft when wet. RCR Opr Ltd win maint
COMM	ATF tfc 122.9 5NM 3600 ASL
PRO	Pilots are requested to avoid flt below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, Ontario N42 04 W82 45) & over Point Pelee National Park.
CAUTION	Trees 500' fr Thld Rwy 01, 60 AGL. Marked hydro poles 400' fr Thld Rwy 19 (buried hydro line). Essex A/D 3NM NW.

