

Prince Edward Radio Control Flying Club Rules

Administrative

The PERCFC uses a Grass Field on Rosseau Road in Hallowell Ward, Prince Edward County.

To participate in flying at this site, it is required that a Pilot must:

- 1) Be a paid-up member of the PERCFC.
- 2) Have a current membership in MAAC.
- 3) Carry proof of current MAAC membership (for Insurance purposes)
- 4) All flying to be done in accordance with the MAAC Safety Code.

A guest may be permitted to fly at the Club's facilities when accompanied by a current Club member; the guest must be in possession of a current M.A.A.C. membership card. Guest appearances must be limited and shall not interfere with the rights of Club members to fly.

Persons who are neither member of MAAC may fly only by being hooked up to a "buddy box" controlled by a current M.A.A.C. member, and for introductory purposes only.

At no time may a non-member operate a plane independently.

All vehicles shall be parked in the provided Pit Parking Area or designated Spectator Parking Area and at no time be parked within 100 ft. of the flight line.

All M.A.A.C. Safety Rules are to be followed. Should there be a conflict between these Club Safety Rules and the M.A.A.C. Safety Rules; the M.A.A.C. Safety Rules shall prevail.

If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 1129 Clarke Road, Prince Edward County.

Normal Operating Procedures and Club Safety Rules

A copy of these rules are required to be available to all RPAS pilots using the site, either electronically or in print. The club will endeavour to provide a printed copy at the site.

1. Members' pre-flight activities shall take place in the designated pit area, and the following shall govern conduct in the pit area.
 - a. No engine shall be started in the pit area.
 - b. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions.
 - c. Model assembly should be done in the designated pit area or under the sunshade.
 - d. Prolonged running, or breaking in, of engines shall be accomplished in the designated area.
 - e. Spectators, for their own safety, are not permitted in the pit area.
 - f. A member may invite a visitor into the pit area for a specific reason, but the visitor must not remain for a prolonged period.

2. When a position on the flight line is available and you are ready to fly, secure (i.e.: tag) the appropriate frequency and move into the ready area behind the flight stone for the proper engine starting procedures. 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.

Our flying area as measured from the center of the pilot stations is a box 200 metres left, right and straight out. Refer to the site flying area map for no-fly zone depictions.

3. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
4. A fire extinguisher must be present for all powered RPA operation.
5. Pilots may fly in formation provided they agree to do so.
6. Rules of conduct when flying shall be as follows:
 - a. No aircraft shall be permitted to fly if it emits a sound level greater than 88dbA, (see note below), and, if required, all engines must be equipped with an efficient muffler system to achieve this requirement.
Note: Noise levels will be enforced by use of the Club's sound level meter to determine output at a measured distance of 7 meters and 1 meter above the ground. The method of measurement shall be as prescribed by the Executive and all decisions relative to testing shall remain final.
 - b. A maximum of five pilot positions are available, designated by the spaced pads provided and pilots must stay in the pad area when flying.
 - c. Use of the runway by pilots or helpers, e.g. for viewing take-offs or retrieval of landed aircraft, shall be as brief as possible, and clearance to access runway must be obtained from pilots already flying.
 - d. All turns after take-off must be beyond the flight line and away from the pit area and be kept clear of restricted areas.
 - e. Flying is prohibited behind the flight line, or within 30m of the spectator and car park areas.
 - f. No aircraft, while in flight, shall fly closer to the pilot positions than the "flight line" which is clearly delineated on the runway.
7. Safety and adherence to these resolutions is the responsibility of all Club members and as such must be enforced by all members. Continued violations must be brought to the attention of the Executive who are responsible to review and assess appropriate action, which may include suspension of or outright removal of Club rights and privileges from a member.

Model Helicopter Flying Rules

1. New r/c model helicopter pilots should receive dual training and supervision from a competent r/c helicopter pilot before attempting hover practice and forward flight. Hover practice shall occur only in the designated model helicopter "hover training area". Fast forward flight and circuits with a model helicopter is permitted only beyond the flight line with the pilot occupying a flying station. Initial forward flight practice should be under supervision from a competent r/c helicopter pilot until the student has demonstrated the ability to safely fly solo.
2. The designated model helicopter "training area" is for low altitude hover and hover taxiing only. Maximum permitted height of model helicopter flying is 6 feet above the ground. (The proximity of the pit area and the adjacent baseball diamond prohibits high / fast model flying in this area) The pilot should fly with his back to the pit area keeping the model helicopter a safe distance from the fences. Hovering should not occur near the runway edge which may conflict with model aircraft conducting take-offs and landings.

3. Model helicopter flying in forward flight and circuits shall be flown beyond the designated flight line with the pilot occupying a flying station. Communicating with other pilots is the most effective way of integrating helicopter circuits with the fixed wing aircraft circuits.
4. Reducing conflicts in all phases of flight between model helicopters and fixed wing model aircraft is the goal. Communicating intentions with other flyers is important for enhancing awareness and flying safety.
5. Stationary hovering or prolonged hover taxiing beyond the flight line while other model aircraft are flying needs to be communicated effectively with the other flyers to avoid conflicts designated flight line with the pilot occupying a pilot station.

Prince Edward Radio Control Flying Club operates within 3nm of two aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The first aerodrome name is Picton aerodrome CNT7 and it is located 1.92 nautical miles northwest of our modelling site.
2. The second aerodrome is Picton (Greenbush) CGB3 located 2.86nm northeast of our site.
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards Picton CNT7, you may call the aerodrome operator at 613 476-3064 and advise them of the issue. For Picton Greenbush call 613-885-6917. Our site is in uncontrolled airspace so there is no need to notify ATC.
5. PERCFC club members should check for Picton 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. The club executive has contacted the operator (OPR) of both Picton aerodromes, and they have expressed no issues with our RPAS site.
7. 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 Picton. Night flying is allowed at PRCFC if your RPA is brightly lit.
8. 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.

9. 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.
10. 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.
11. There are no other risk mitigating strategies required at **PRCFC**.
12. The Club executive will review these rules at least once a year.

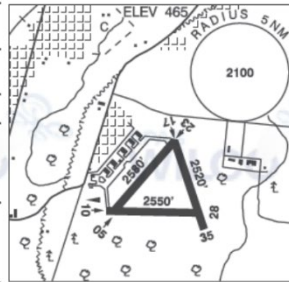


ONTARIO AERODROME/FACILITY DIRECTORY

PICTON ON

CNT7

REF	N43 59 21 W77 08 21 Adj SE 12°W UTC-5(4) Elev 465' A5000
OPR	Loch Sloy Holdings Ltd. 613-476-3064 Reg PPR
PF	C-1,2,3,4,5,6
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 05/23 2580x150 asphalt Rwy 10/28 2550x150 asphalt Rwy 17/35 2520x150 asphalt RCR Opr No win maint
COMM	ATF tfc 123.2 5NM 3500 ASL
CAUTION	Extv glider activity 4NM radius to 3500 ASL mid Jun-Aug 31, diy.



ONTARIO AERODROME/FACILITY DIRECTORY

PICTON (GREENBUSH) ON

CGB3

REF	N44 00 04 W77 04 24 2 87 ESE 12°W (2014) UTC-5(4) Elev 460' A5000
OPR	Jeff Douglass 613-885-6917 Reg PPR
PF	B-1 C-2,3,4,5 D-6
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040
SERVICES	FUEL MOGAS PN Opr
RWY DATA	Rwy 05(049°)23(229°) 1500x60 TURF RCR Opr No win maint. Rwy soft in spring.
COMM	ATF tfc 123.2 5NM 3500 ASL
CAUTION	Runway slopes down Thld 23. Rwy narrows at mid-field to 50' to cross seasonal drainage ditch. Treeline nearest to hangar may cause mechanical turbulence. Extv glider activity at CNT7 mid-Jun to mid-Aug.

