

Algonquin Aeromodellers Club Rules

Ezlylyfe Lane Float Flying Site

Administrative

All pilots must be members of the club and MAAC.

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

Normal Operating Procedures and Club Safety Rules

1. **All pilots and persons at the airfield must comply with Canadian Aviation Rules PART IX.**
2. Model assembly should be done in the designated pit area.
3. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
4. Gas/glow models must be restrained and started in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
5. Our flying area as measured from the center of the pilot stations is a box 225 m or 750 feet left, right and straight out. No flying behind the flight line nearest the pilot station.
6. Recovery of RPA that land/crash in the flying area will be done in agreement with any pilots flying.
7. A fire extinguisher must be present for all powered RPA operation.
8. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 153 Ezlylyfe Lane.
9. Pilots may fly in formation provided they agree to do so. No more than 2 RPAs in the air at once.

The Algonquin Aeromodellers 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:

10. The aerodrome name is Rolph Airstrip, CPH2, located 2.3 nautical miles South East of our modelling site.
11. The Airport has occasional light private aircraft traffic.
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 The Deep River Airport, you may call the aerodrome operator Gary McAnulty 613-584-4011 and advise him of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
14. Algonquin Aeromodellers club members should check for CPH2 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 modellers to reference.
15. The club executive has contacted the operator (OPR) of The Deep River Airport and he has expressed no issues with our RPAS site.

16. 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 City of Pembroke. Night flying is not allowed at the Club site unless your RPA is brightly lit.
17. Visual observers and MAAC “spotters” are recommended but 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.
 - 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.
18. 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.
19. To get the winds, ceiling and horizontal visibility, go to:
<https://www.theweathernetwork.com/ca/weather/ontario/pembroke>. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a. No flying 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.
20. There are no other risk mitigating strategies required at the Algonquin Aeromodellers Club.
21. The Club executive will review these rules at least once a year.





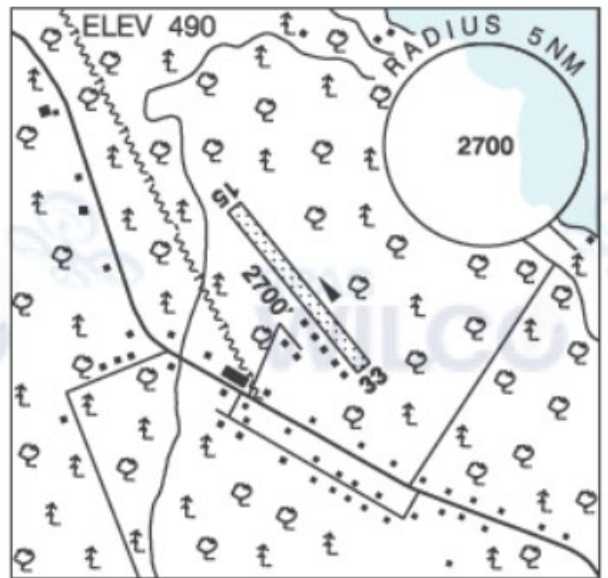
ONTARIO

AERODROME/FACILITY DIRECTORY

DEEP RIVER / ROLPH ON

CPH2

REF	N46 07 W77 32 2NW 13°W UTC-5(4) Elev 490' A5000 A5001
OPR	Gary McAnulty 613-584-4011 Reg
PF	B-1,2,5 C-3,4,6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA	Rwy 15/33 2700x150 turf
RCR	Opr Ltd win maint. Soft when wet.
COMM	
ATF	tfc 122.8 5NM 3500 ASL





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.

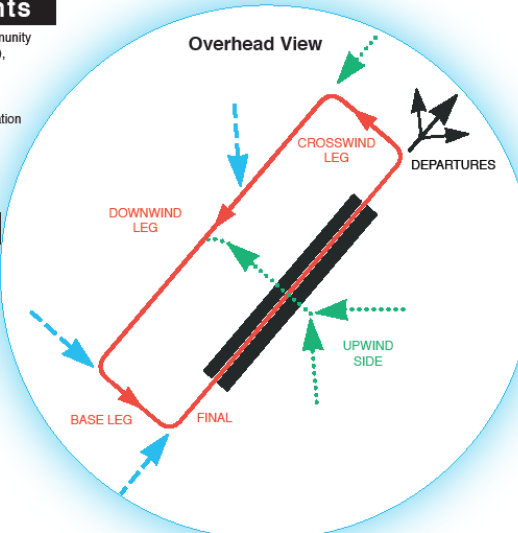
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)

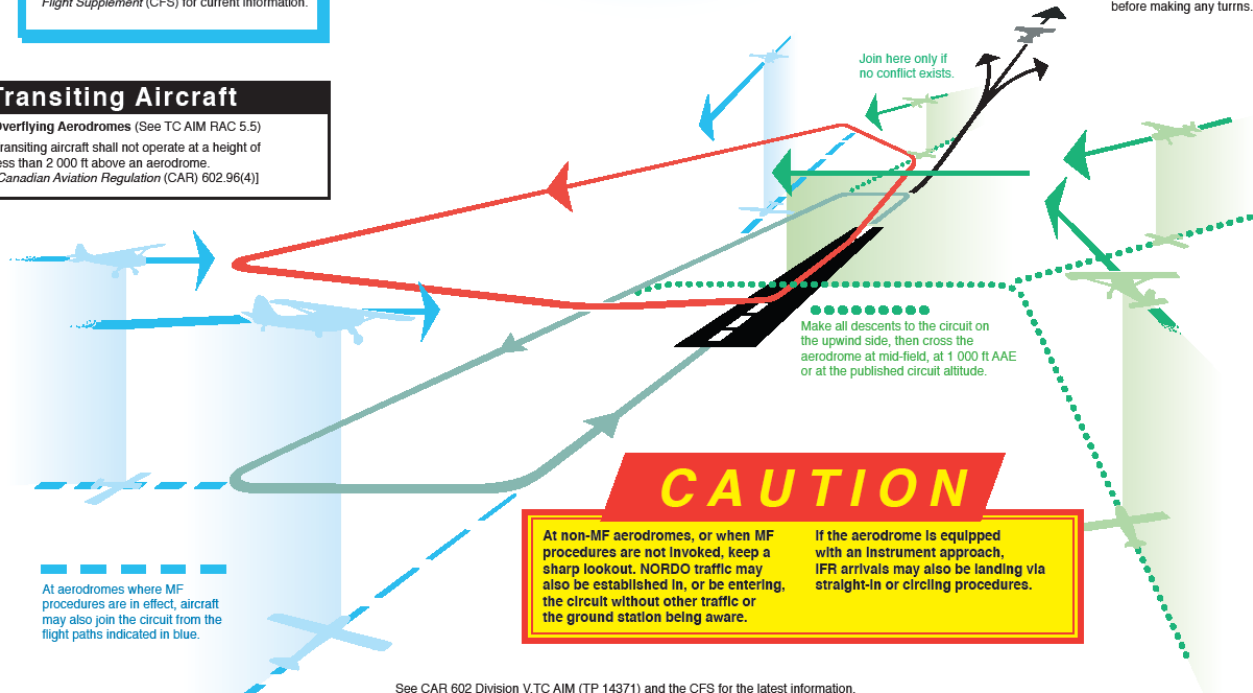
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.