

# RC 400 Model Aircraft Club

## CLUB RULES

A hard copy of these rules must be available to all RPAS pilots using the site. All members will receive an electronic copy with their membership.

### GENERAL RULES:

- All flying shall take place from behind the safety fences, except for hand launching models where necessary.
- There shall be no flying between the hours of 9:00PM and 9:00AM other than quiet electric planes.
- Ensure all internal combustion engine aircraft are secured when starting engines to avoid injuries.
- All pilots must attach contact information on all aircraft per MAAC /Transport Guidelines.
- Fail safe must be set on all models.
- All pilots shall observe all MAAC/Transport Canada RPAS flight rules (<https://tc.canada.ca/en/aviation/drone-safety/learn-rules-you-fly-your-drone/flying-your-drone-safely-legally>.)
- Pilots shall call out “taking off and landing.”
- Flying FPV is not permitted.
- Taxing planes in the pit area is not allowed.
- All pilots must have current MAAC membership.
- Pilots shall preform a range check before the first flight on every aircraft.
- After a crash, aircraft shall be thoroughly inspected to ensure airworthiness before attempting to fly again.
- New Pilots shall not fly unaccompanied until they are deemed safe to do so by qualified club members.

### Normal Operating Procedures and Club Safety Rules

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 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. Turbine jets (exhaust proximity to grass) are not permitted.
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 away from the sun.
5. Hand launching and bungee launching shall be done in agreement with any pilots flying. Pilot and crew shall advise “on the field”, when launching and “clear “, when off the field.

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6. Our flying area as measured from the pilot stations. It is inside of the property lines and bound by 3 roads which are in proximity. To the North, parallel to Highway 89 the area is 2700 feet long, running North-South is Highway 400 on the East and Veteran's drive to the West and the area is 2300 feet long. The south boundary is 1950 feet long. Refer to the site flying area map for a physical view of the boundaries.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
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 address is located 650m south of Highway 89, on Sideroad #5, Cookstown, Ontario.
10. Pilots may fly in formation provided they agree to do so. There is a limit of 3 airborne RPA simultaneously unless an event is taking place or all pilots provide prior consent.

RC 400 club operates within 3nm of 1 aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

11. The only aerodrome name is COOKSTOWN "CCT2" and is located 2.9 nautical miles 12° North East of our modelling site. In the event of a "fly-away" towards that direction you may notify Skydive Toronto at 705-458-9339.
12. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. However the PRO at CCT2 require the following which should assist in keeping full scale away from our site:
  - a. Downwind legs for all circuits are over or east of HWY400
  - b. Base turn RWY36 are over or north of HWY80
  - c. Circuit altitudes are 2250'ASL (1500'AGL)
  - d. Noise procedures require a climb straight south to HWY89 before turning – right hand circuits RWY18
13. RC400 Club members should check for restrictions 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 RPAS Wilco site survey, please share it with fellow modelers. A laminated form and erasable markers will be available in the flight box so a physical copy can be created at the beginning of each flying day.
14. A club representative has contacted the operator of COOKSTOWN Aerodrome within 3nm of our flying site. It was suggested that a sign at the model aircraft field would be a good idea to notify the participants of their presence. It was noted that our flight ceiling is 400' AGL. An appropriate sign stating the following will be post in the pit area:

*This RC airfield is located within the Aerodrome Traffic Area of CCT2 COOKSTOWN. This area is class "G" airspace. Aircraft in this area can be at low altitude. (Less than 500 feet AGL). It is the responsibility and requirement of the operators of all remotely piloted aircraft to be in compliance with all Transport Canada regulations and to keep the airspace clear, yield to, avoid, and maintain a safe distance to overflying or nearby flying aircraft. Maximum altitude for RPA is 400' AGL.*

15. It is the responsibility and requirement of the operators of all remotely piloted aircraft to be in compliance with all Transport Canada regulations and to keep the airspace clear, yield to, avoid, and maintain a safe distance to overflying or nearby flying aircraft.

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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 town of Cookstown. Night flying is not allowed at RC 400 club unless your RPA is brightly lit.
17. 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 “full scale” in a loud voice, and announce the direction of approach in relation to the pilots. If they appear to be unusually low, that shall be yelled out as well.
  - b. ALL Pilots **must** immediately descend to as low an altitude as possible and/or move to an area as far away from the full scale flight path as is visually possible.
  - 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. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
  - a. If cloud is present at a level that will mandate that full scale flying VFR (visual flight rules) may be required to fly at an altitude that would interfere with safe RPA operation. An example would be when there is an incoming storm system.
  - 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 RC400 Club.
21. The Club executive will review these rules at least once a year.
22. This document will be made available in the form of electronic copy via email, and a hard copy will be posted and/or reside in the field box attached to the picnic table at the field.

# RC 400 Model Aircraft Club

## CLUB RULES

### RC 400 Site and Boundaries





# RC 400 Model Aircraft Club

## CLUB RULES

RC 400 Flightline (Pilot stations), Pit area and Parking.



# RC 400 Model Aircraft Club

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### ONTARIO

### AERODROME/FACILITY DIRECTORY

### COOKSTOWN ON

CCT2

<b>REF</b>	N44 14 20 W79 38 20 4NE 11°W UTC-5(4) Elev 750' VTA A5000	
<b>OPR</b>	Skydive Toronto Inc 705-458-9339 Reg PN	
<b>PF</b>	A-1 B-2 C-5 D-3, 4	
<b>FLT PLN</b>	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>SERVICES</b>		
<b>FUEL</b>	100LL, JA	
<b>OIL</b>	All	
<b>S</b>	5	
<b>RWY DATA</b>	Rwy 18(184°)/36(004°) 3400x100 GRASS Thld 18 displ 200' Thld 36 displ 500'. Opr No win maint. Rwy may be soft when wet & in Spring.	
<b>COMM</b>	tfc 123.2 5NM 3800 ASL	
<b>PRO</b>	Rgt hand circuits Rwy 18 (CAR 602.96). Downwind leg for all circuits over Hwy 400. Downwind Rwy 18 at 2250' ASL. Downwind Rwy 36 at 2500' ASL. Do not overfly A/D. Turn base leg Rwy 36 over Hwy 89.	
<b>NOISE</b>	Rwy 36 dep: when safe turn rgt 30 degrees for climb-out. Rwy 18 dep: climb straight out to Hwy 89 before changing direction.	
<b>CAUTION</b>	Paradrops up to 18,000 ASL daylight announced on ATF. Trees S of rwy.	

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# 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).

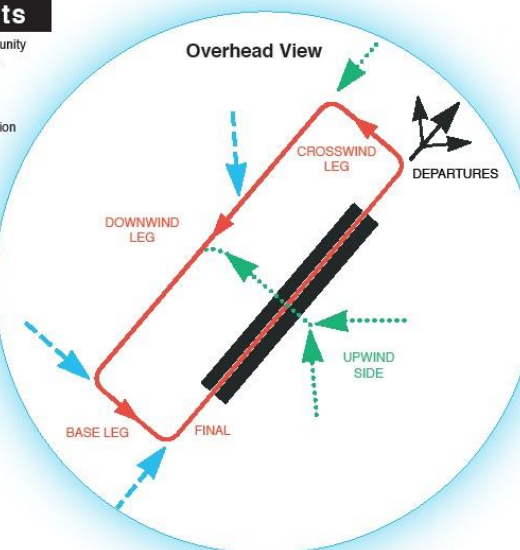
## Standard Left-Hand Pattern

**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.



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

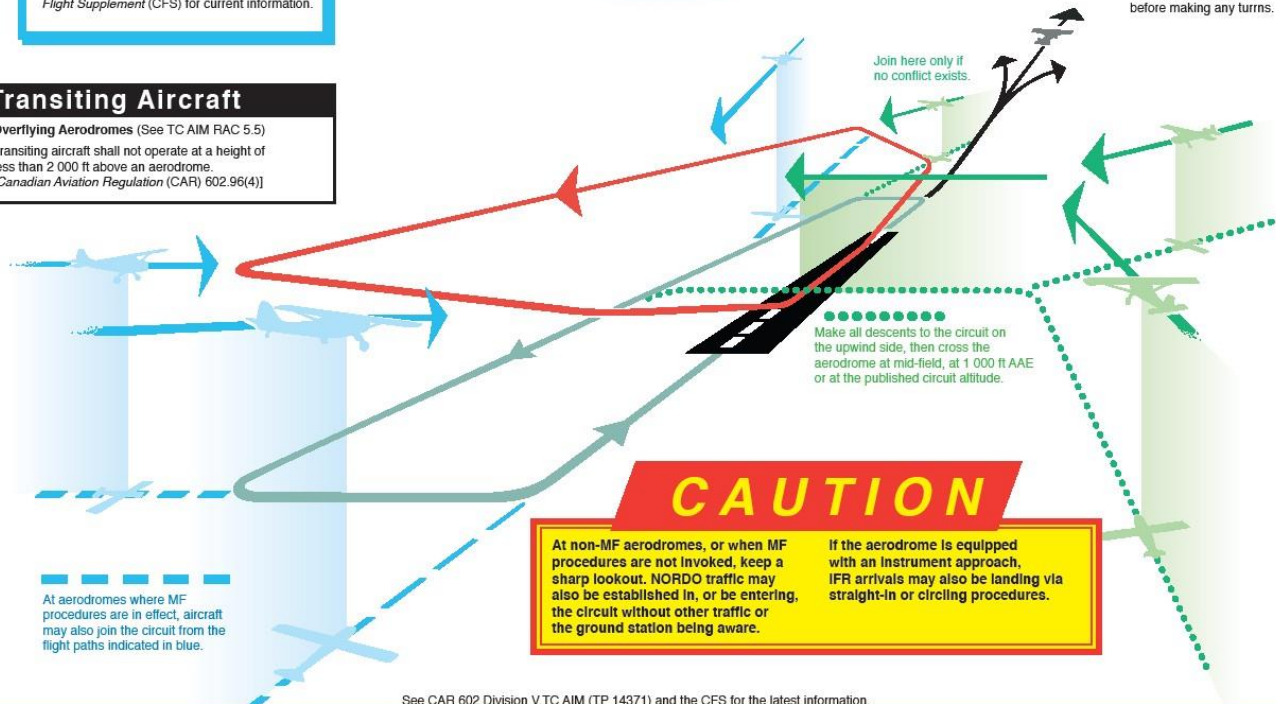
Climb to circuit altitude before making any turns.

## 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)]



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