

# Ottawa Glider Guiders Club Rules

## 1 Administrative

- 1.1 Members are required to keep a copy of the rules with them; either a physical copy, electronic copy or a link to the club rules on their cell phone. These rules are available on the OGG website at: <https://ottawagliderguiders.com/>
- 1.2 All pilots shall have a valid Pilot Certificate, Small Remotely Piloted Aircraft System (RPAS) VLOS.
- 1.3 All models weighing more than 250 g shall be registered in accordance with CAR 901.02 and be clearly marked with the registration number as specified in CAR 901.03.
- 1.4 Pilots shall comply with all provisions of CAR Part IX — Remotely Piloted Aircraft Systems.
- 1.5 All pilots shall be paid club members or the guest of a club member to fly at the field.
- 1.6 Newly admitted members shall be certified by one of the club instructors before being allowed to fly at OGG fields (NB this excludes former members of the ORCC Glider club and/or Ultimate Park Electric Fliers).

## 2 Normal Operating Procedures and Club Safety Rules

- 2.1 This is a glider club and glider pilots have priority access to OGG fields.
- 2.2 Other model types may be flown at times when no gliders are being flown; pilots shall land their models promptly whenever gliders are ready to be flown.
- 2.3 Models shall be unpowered or electric-powered – no internal combustion engines are allowed.
- 2.4 72 MHz radio systems are not permitted on OGG fields to prevent interference with or from other nearby clubs.
- 2.5 Model assembly shall be done in the designated pit area.
- 2.6 Batteries shall not be connected to electric models unless the model is restrained – no exceptions.
- 2.7 The direction of take-off, landing and traffic pattern shall be determined by the current wind direction. If no wind, all take-offs etc. shall be away from the sun and the pits.
- 2.8 Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
- 2.9 Recovery of RPA that land/crash off the runway but in the flying area shall be done in agreement with any pilots flying.
- 2.10 A fire extinguisher shall be present for all powered RPA operation.
- 2.11 Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
- 2.12 Flying shall commence no earlier than one half hour after sunrise and shall end one half hour before sunset, the time of which is available on the Weather Network App for the city of Ottawa. Night flying is not allowed at Ottawa Glider Guiders Club.

- 2.13 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 flying site, they are to yell out “AIRPLANE” in a loud voice and get acknowledgement from each pilot operating an airborne RPA.
  - (b) All pilots operating an airborne RPA shall guide their RPA to a low altitude and land their RPA as soon as it is safe to do so.
  - (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.
- 2.14 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 shall 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 shall 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.
- 2.15 The Club mandates that RPA cannot be flown if any of the following weather and/or visibility conditions are present at the flying site:
- (a) If cloud is present below 1000’ above the model flying area
  - (b) If the horizontal visibility is less than 3 nm, or
  - (c) If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
- 2.16 There are no other risk mitigating strategies required at OGG Club.
- 2.17 The Club executive shall review these rules at least once a year.

### 3 Additional Rules for Ed Wallace Field Only

Ottawa Glider Guiders’ Ed Wallace Field flying site is located at 313 French Settlement Rd, Kemptville, ON.

The centre of the pilot stations is located at **45°03'57.1"N 75°35'45.6"W** (45.065859, -75.595992).

Our site is located in class F Advisory airspace (CYA528 (S)(T) according to [National Research Council's Drone site selection tool](#) and Nav Canada’s [Designated Airspace Handbook](#). Th (s) stands for “soaring” meaning full scale gliders and the (T) stands for full scale training activities. Advisory airspace does not require permission to operate RPAS in and MAAC see and avoid procedures along with these club rules are deemed adequate.

As shown in Figure 1 the Ed Wallace Flying Field area corresponds to the club’s nominal flying space of 1,850 ft x 2,345 ft by 400 ft above ground level. The pits and pilot stations are at the NW end of the field.

If there is an accident requiring emergency services, cellular service is adequate to call 911.

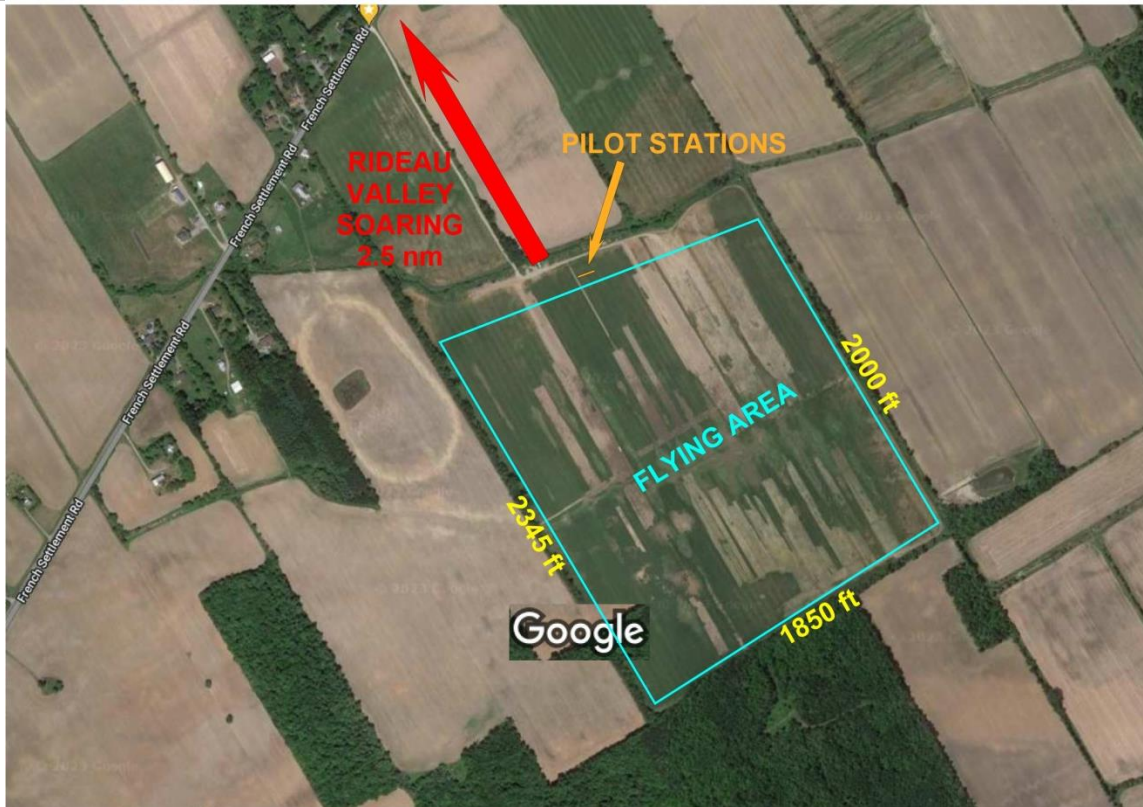


Figure 1: Ed Wallace Field Flying Area

Ottawa Glider Guiders’ Ed Wallace Field is within 3nm of an aerodrome as listed in the CFS and the Club is required to provide all members with the following information:

- 3.1 The aerodrome name is Rideau Valley Air Park, KEMPTVILLE, ON and it is located 2.5 nautical miles NW of the Ed Wallace Field pilot stations.
- 3.2 Rideau Valley Soaring operates full-size gliders and tow planes when the weather is suitable for flying between the months of April and November. Figure 2 shows the CFS page relating to Rideau Valley Air Park containing relevant details of their operations.
- 3.3 There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. While there are established VFR procedures for uncontrolled aerodromes (see Figure 3) **it is important to remember that gliders may approach our field from any direction, silently, and at relatively low altitude.**

- 3.4 In the event of a “fly-away” towards Rideau Valley Air Park, you may call the aerodrome operator, Chris Williams at 613-296-3391 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
- 3.5 Ottawa Glider Guiders club members should check for Rideau Valley Air Park 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.
- 3.6 The club executive has contacted the operator (OPR) of Rideau Valley Air Park, and they have expressed no issues with our RPAS site.
- 3.7 If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 313 French Settlement Rd, Kemptville, ON.

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

ONTARIO

AERODROME/FACILITY DIRECTORY

**KARS / RIDEAU VALLEY AIR PARK ON**

**CPL3**

<b>REF</b>	N45 06 W75 38 3S 14°W UTC-5(4) Elev 286' A1905 A5000 A5002
<b>OPR</b>	Chris Williams 613-296-3391 Reg PPR
<b>PF</b>	C-1,2,4,5 D-3,6
<b>FLT PLN</b> <b>FIC</b>	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
<b>RWY DATA</b> <b>RCR</b>	Rwy 08/26 1800x100 GRASS Opr No win maint. May be soft in spring.
<b>COMM</b> <b>ATF</b>	tfc 123.4 5NM 3300 ASL excluding the airspace that lies within Ottawa TCA class C airspace
<b>PRO</b>	Glider activity in area.

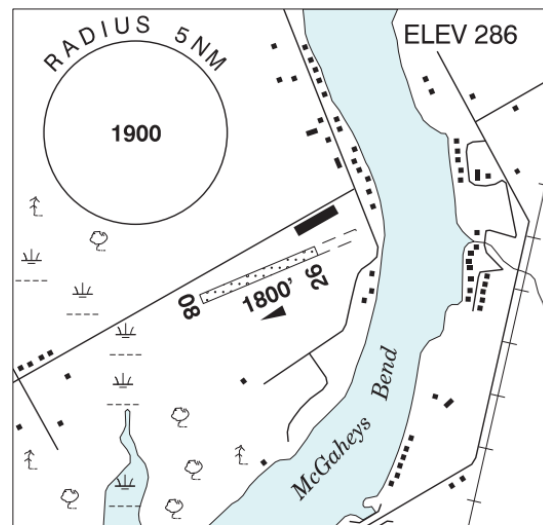


Figure 2: CFS Page for Rideau Valley Air Park



# 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.

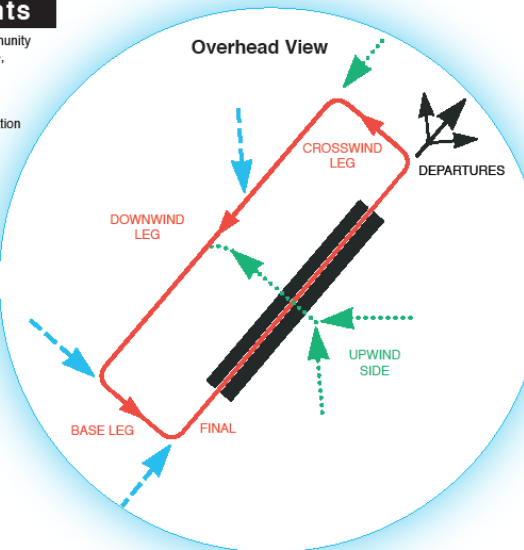
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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.

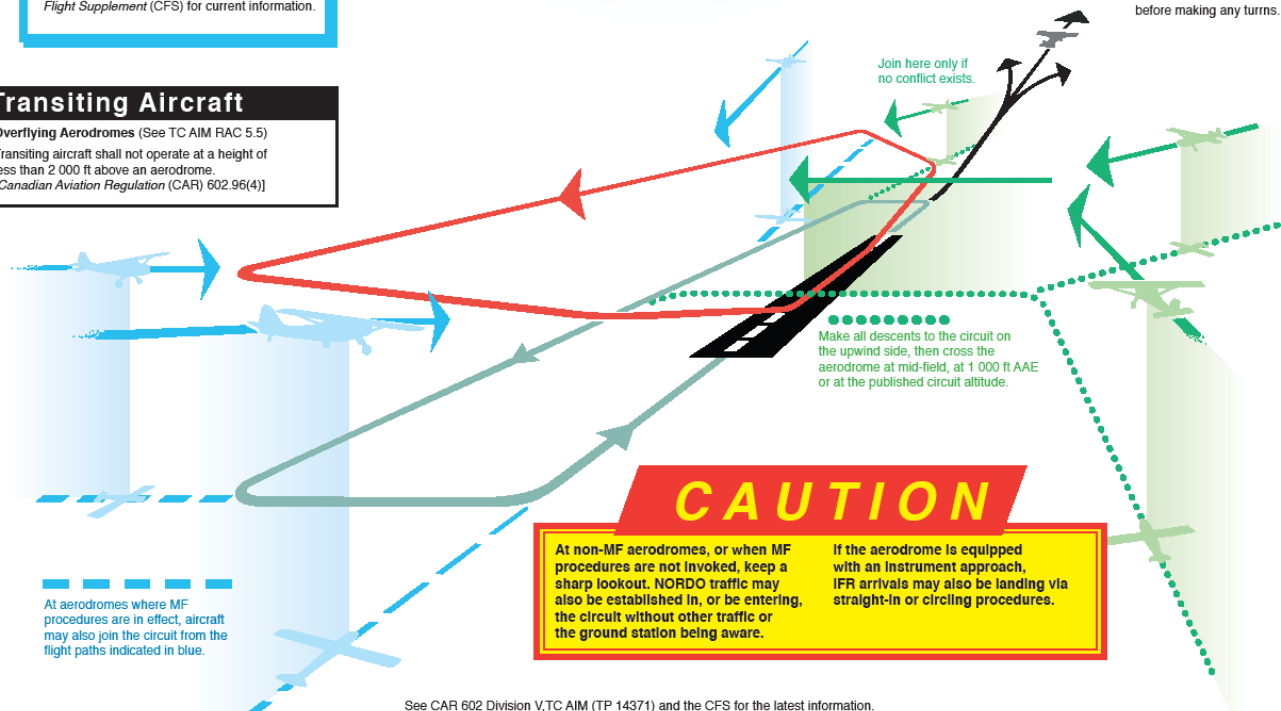
Departure: (CAR 602.100)

- 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.

Figure 3 : VFR Procedures at Uncontrolled Aerodromes