

South Shore RC Flying Club Rules

Administrative

Absolutely no flying while under the influence of drugs or alcohol

A copy of these rules must be available to all RPAS pilots while 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. 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 east or west 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 800ft left, right and 500ft straight out.
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 civic address is 278 Big Lots Road
10. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

South Shore RC Flying 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 Dayspring Airpark (CDY6) and it is located 2.73 nautical miles West of our modelling site.
12. The aerodrome has limited activity.
13. Except for visual flight rules, there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
14. In the event of a “fly-away” towards Dayspring Airpark, you may call the aerodrome operator at 902-530-2338 or 902-521-1441 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
15. South Shore RC Flying Club 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.

16. No flying will commence until 9:00 AM a half hour before sunset, the time of which is available on the Weather Network App. Night flying is NOT allowed at South Shore RC Flying Club unless your RPA is brightly lit.
17. Visual observers and MAAC “spotters” are mandatory 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.
 - d. No pilot should fly alone.
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 below 500’ above the model flying area
 - b. a horizontal visibility requirement of less than 2sm 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 wind turbines towards Bridgewater, flying is normally permitted.
20. There are no other risk mitigating strategies required at South Shore RC Flying Club.
21. The Club executive will review these rules at least once a year.

Club requires visual observers for any of the following scenarios.

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

2. 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.
 3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
 4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
 5. 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.
- Pilots Station Coordinates – 44deg 25' 22.60" N (44.423) 64deg 25' 45.50" W (-64.429)
 - CDY6 is 2.73 NM West



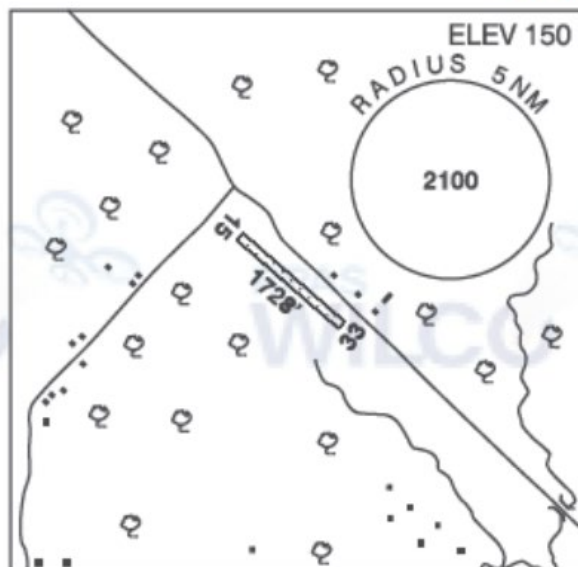
NOVA SCOTIA

AERODROME / FACILITY DIRECTORY

BRIDGEWATER / DAYSPRING AIRPARK NS

CDY6

REF	N44 22 55 W64 27 27 1N 17°W (2015) UTC-4(3) Elev 150' VTA A5003
OPR	K Bennett 902-530-2338 or 902-521-1441 Reg PN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 15/33 1728x30 gravel/asphalt mix
RCR	Opr Ltd win maint
COMM	
ATF	tfc 123.2 5NM 3200 ASL
CAUTION	Abrupt drop-off thld Rwy 33. High trees and powerline on apch to Rwy 15. Bridgewater (South Shore Regional hosp) heli 2.3NM W of A/D





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.

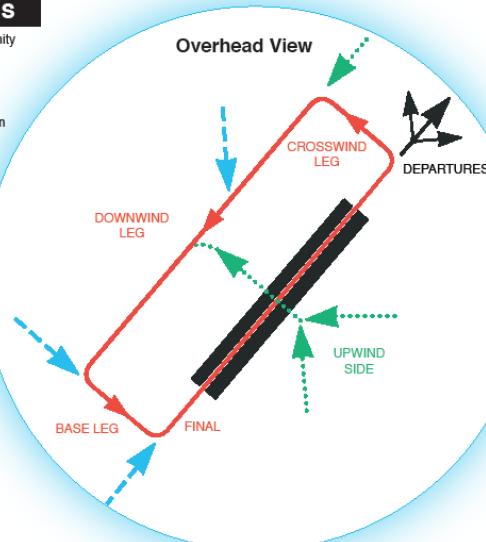
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)

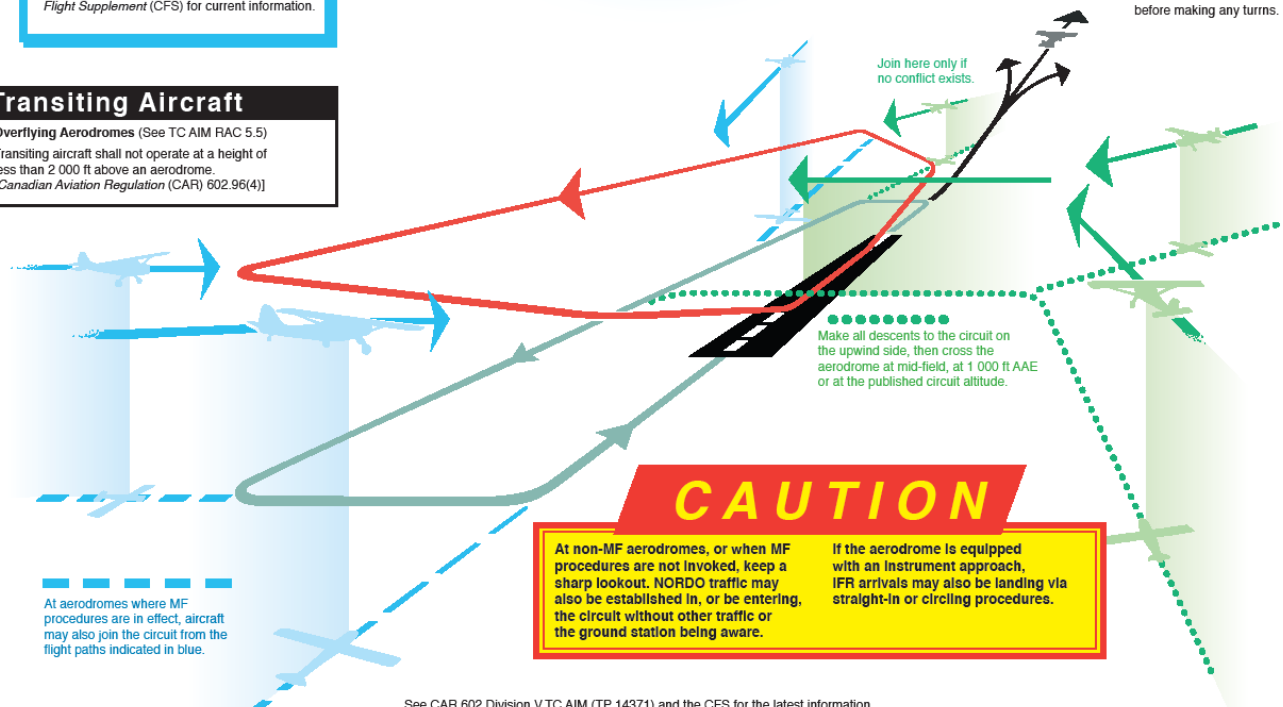
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.



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