

Black Sheep Squadron RC Club – Rules

Administrative

1. These rules are for Black Sheep Squadron RC Club located at Grimsby Regional Aerodrome CNZ8 located at 262 Mud Street, Grimsby, Ontario. Location : N43.09.5 W79.38.1
2. To use Grimsby Aerodrome property, all members must be a current member of MAAC in good standing, and have paid their yearly club dues, or be a visitor of a member in good standing.
3. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at Grimsby Aerodrome.
4. All members operating an RPAS must have a copy of these rules. They will be issued electronically to each member. The club will endeavor to provide a current printed copy at the site.
5. This site is for fixed wing aircraft-primarily turbine jets – no other categories of modeling are permitted.
6. All members using this site must have a Basic or Advanced RPAS Certificate and must demonstrate or be known to possess competent RPAS flying skills before using the site. The final authority on who may fly here is at the sole discretion of the Club President. Proof of MAAC Wings level B or greater will be acceptable. Any pilot observed willfully breaking flight line restrictions, ignoring no-fly zones or any other reckless model operation will be ejected from the site permanently – no second chances.
7. No smoking on aerodrome property
8. Gate code is 0911. Gate must be closed after entering.
9. Emergency services can be reached using 9-1-1 on a cell phone.

MAAC Safety rules for operations on an Aerodrome

MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:

- a) Operate any category of model at “night” on this aerodrome.
- b) Add, alter, tamper, or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks or any other aerodrome infrastructure.
- c) Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
- d) Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
- e) Leave behind any debris, parts or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
- f) Fail to immediately report to the aerodrome Manager (905-515-7870) any damage to any aerodrome infrastructure or property caused by the modeling activity.

If using an aviation radio capable of transmitting, no member shall:

- a) Operate such radio except in compliance with ROC and aviation phraseology,
- b) Make any transmission other than for information purposes.

- c) Make any transmission indicating permission or guidance in the operation of a full-scale aircraft. Only indicate if models are clear of maneuvering areas.
- d) Activate or deactivate any aerodrome lighting system such as ARCAL.

Site Operating Procedures and Safety Rules

In this document the term “pilot” refers to the model aircraft operator. The term “member” is understood to mean either “pilot” or “visual observer”.

Club bylaws are contained in separate document. Membership is restricted to 15 per the By-laws (Member dependents are also allowed and not included in the 15). New members must meet the requirements of the club bylaws regarding qualifications.

General

1. Safety shall be the number one priority at all times.
2. Full sized aircraft shall have priority and right of way at all times.
3. Pilots are to land and clear all runways when full size aircraft have stated intentions to land, or takeoff. Spotters shall keep constant watch for full size traffic.
4. Pilot training is not permitted.
5. Non-flying guests of members are permitted provided they understand and comply with the rules herein
6. Guests wishing to fly are permitted to accompany a member provided they understand and comply with the rules and provided they are considering joining the club with prior approval from the Board.
7. Buddy box operations are permitted as approved by the President.
8. Operations are permitted Monday to Friday 9 am to 8 pm. Weekend or other flying time is available by prior arrangement through a BSS board member only.
9. Operations of 72 Mhz transmitters is prohibited due to lack of nearby frequency allocations.
10. A radio transceiver capable of two-way communication with manned aircraft on aeronautical frequencies is required for all operations. The Grimsby MF is 123.35 Mhz. The Grimsby zone extends out 3NM.
11. If the transceiver is not held directly by the visual observer, the member with the transceiver shall communicate all pertinent information to any and all visual observers in a timely fashion.
NOTE: It is important to initiate communication with any aircraft that appears to be landing if you have not heard from them. Please make a transmission that all RC aircraft are down and clear for any arriving and departing aircraft. Use the call sign “Grimsby RC Ground” so they have a name to call us. Example “Grimsby traffic, Grimsby RC Ground all RC aircraft down and clear.” Try to use “Grimsby traffic” and not a specific aircraft identification when possible.
12. The member shall ensure that their MAAC membership remains valid and is in good standing prior to flying.
13. A minimum of a 5lb general purpose (CO2 preferred) fire extinguisher shall be onsite to contain any non-model fires.
14. A Radiotelephone Operator Restricted Certificate (RORC) is required to communicate on frequencies within the protected aviation band. The spotter must have received certification of RORC.
15. The model aircraft shall be operated in accordance with the most recent version of the Model Aeronautics Association of Canada and Transport Canada documents.
16. No pilot shall operate the model aircraft system in such a reckless or negligent manner as to endanger or be likely to endanger the life or property of any person.
17. The model aircraft shall only be operated within visual line-of-sight.
18. The model aircraft shall only be operated during the day.
19. The model aircraft shall only be operated in Class G airspace.
20. No pilot shall operate the model aircraft higher than MAAC approved elevation above ground level (AGL).

21. No pilot shall operate the controls of the model aircraft if the pilot has any reason to believe that they are suffering or are likely to suffer from fatigue so that they are unfit to perform their duties.
22. No pilot shall operate the model aircraft system within eight hours after consuming an alcoholic beverage or while under the influence of alcohol or while using any drug that impairs the person's faculties to the extent that the safety of the operation is endangered in any way.
23. A copy of the operational rules shall be on site any time a model aircraft is in operation. All members shall be familiar with the information contained in this document.
24. Operations are not permitted when closed by **NOTAM**. Check NOTAMS at <https://flightplanning.navcanada.ca> – click **NOTAM**, enter **CYHM**. Look for airspace closures.
25. Driveway speed limit is 20 kmh or slower if you see a lot of dust behind you.
26. At no time shall a vehicle drive on a taxiway or paved runway except at approved crossing locations and times.
27. Lock codes are [REDACTED].
28. Do not operate the mower without a checkout by a club executive.
29. All members will provide a callout "Whatsapp" to all club members when flying is proposed to ensure spotters are available for those considering operations.
30. Please switch the parking lot sign to "Active" before flying and return to "Closed" when operations cease.

Pre-Flight

31. The pilot is responsible for ensuring that the model aircraft is in an airworthy condition prior to conducting flight operations.
32. All pilots shall range check their radios before the first use of the day and after any mishap requiring repairs.
33. A Visual observer is required at all times for flight operations.
34. A Visual observer shall only perform observation duties for one (1) model aircraft at a time.
35. Visual observers must maintain constant communication with the model aircraft pilot and have the ability to communicate timely information to the model aircraft pilot to avoid other aircraft where a potential for conflict exists.
36. Before each takeoff the observer shall conduct a 360-degree scan for NORDO (No radio) aircraft approaching.
37. CO2 fire extinguishers shall be within 10 feet of any turbine model engine start.
38. No fuel shall be spilt on any taxiway or runway.
39. All starts and run-ups shall be on the gravel portion beside the runway. Preferably with the exhaust directed away from the grass if possible.

In Flight

40. No pilot shall operate the model aircraft within 30meters of a built-up area or over an open-air assembly of persons, regardless of altitude.
41. The pilot and visual observer must maintain continuous unaided visual contact with the model aircraft sufficient to be able to maintain operational control of the aircraft, know its location and be able to scan the airspace in which it is operating to decisively see and avoid other air traffic or objects.
42. No pilot shall operate the model aircraft at a lateral distance of less than 200 feet from inhabited structures such as buildings, vehicles, vessels and any persons not associated with the operation.
43. Except during take-off and landing, low flying, below 3 meters above ground level, may only be undertaken with the aircraft flying on a constant heading in a direction parallel to the runway centre line.
44. High-speed maneuvers must be made in a direction parallel to the flight line or heading away from the pit/spectator area. Such maneuvers must be confined to the far side of a vertical plane, parallel to the Flight Line.

45. Pilots must assess the effects of the weather upon their aircraft and not make a flight in conditions in which their aircraft would not remain under full control.
46. If an aircraft experiences radio interference or any other form of control malfunction it must be landed as soon as is practicable and not be flown again until all faults have been rectified.
47. If any part of an aircraft becomes detached in flight which was not designed and controlled to do so the aircraft must be landed as soon as is practicable and not be flown again until all faults have been rectified.
48. If an aircraft touches the ground while in flight, other than by contact involving normal use of the landing gear, the aircraft must be landed as soon as is practicable and not be flown again until it has been checked.

Emergency/Accident

49. The pilot shall cease operations if at any time the safety of other airspace users or persons or property on the ground is in jeopardy or if unable to comply with the conditions of operational rules.
50. All members shall adhere to the emergency plan in accordance with the information provided in
51. **Appendix B** below.

The pilot shall report to MAAC per the MAAC reportable occurrence policy, the President, or Board member, as soon as possible, details of any of the following aviation occurrences during the operation of the model aircraft:

- a) Injuries to any person requiring medical attention;
- b) Unintended contact between the model aircraft and persons, livestock, vehicles, vessels or other structures;
- c) Unanticipated damage incurred to the model aircraft or other essential parts of the model aircraft system that renders it unfit for flight; and
- d) Anytime the model aircraft is not kept within the geographic boundaries and/or altitude limits as outlined in the operational rules.

Radio Protocols

Our call sign is "Grimsby RC ground."

When acknowledging a transmission state "Grimsby RC ground has an aircraft to land in X minutes" and/or "Grimsby RC ground all model aircraft down and clear."

Do not under any circumstances provide direction or advice to full-scale pilots – advisory only.

Vehicle Paths

Vehicles must use the Line #1 grass runway as indicated in the map below to the designated parking areas. MAAC requires 30 meters separation from our parking and pit areas and the edge of the runway. Please ensure you park and set up any model support gear as close to the crop on the south side as is possible.

Flying Areas

The flying area is indicated in the area map below. A safe distance of 200 feet must be maintained from the hangar area at all times. A safe distance must also be kept from any members and possible on-lookers where possible. Care and attention must be taken to not fly within 200 feet of other neighboring structures. This is a general area for flying to remain distant from structures. Flying is permitted further north (to the right of pilot stations) of the designated area as this is still Aerodrome property, and to allow extra distance for takeoff and landing approaches.



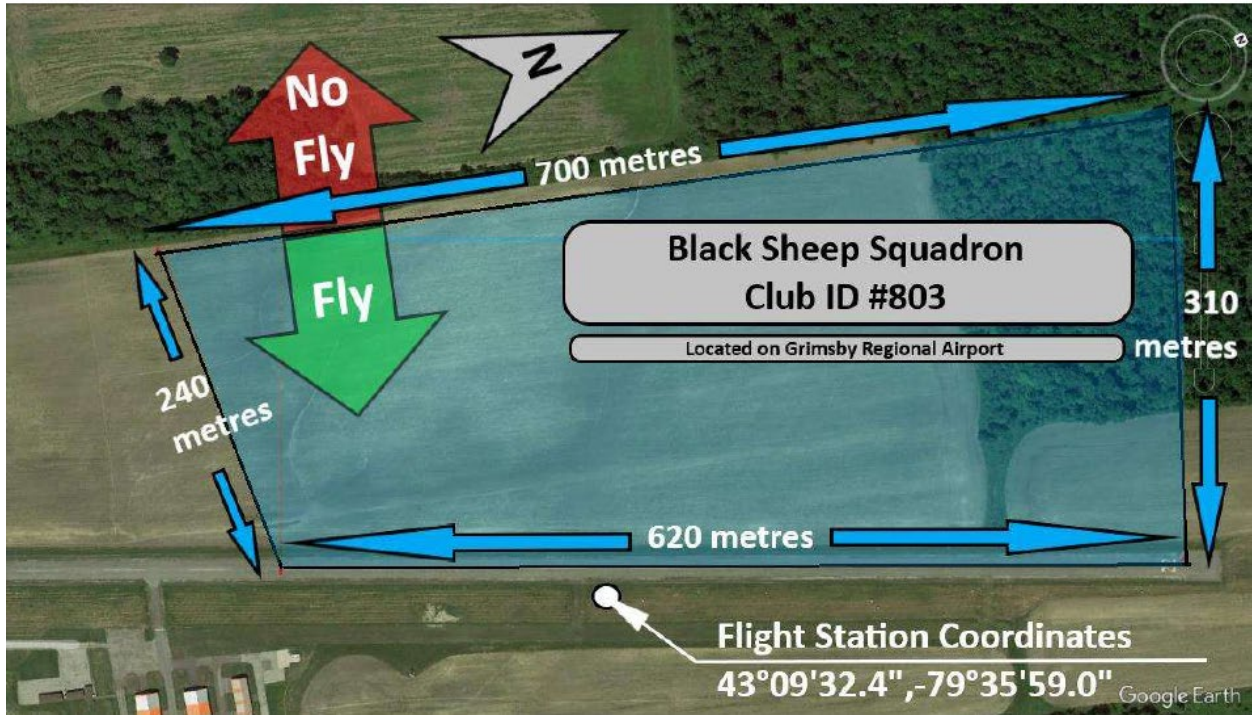
- a. Our ideal flying area as measured from the center of the pilot stations is a box 800' to the left, 1500' to the right and 800' outwards from the flight stations. These measurements are a guideline as the Aerodrome flying area and property are much larger. The main restraint is distance from structures.
 - b. Refer to the site flying area map for no-fly zone depictions – absolutely no flying within 200' of any structure.
 - c. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Before crossing the runway make sure the visual observer knows you are going there and be extra vigilant for approaching full-scale aircraft. If you spot/hear an approaching aircraft and think you cannot return to the modeling site safely, stay at least 30m clear of the runway until the aircraft lands or departs.
 - d. At the end of the day, ensure all model gear is removed from near the runway and apron.
2. The following are the procedures to operate an RPAS from runway 04/22.
 - a. Once your model is ready, you may carry it to the runway. Before leaving the “pit area” visually scan the apron/hanger line and sky to ensure no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated below before moving past the apron edge. Once at the edge of the runway, the model may be started away from the grass. Startup should be conducted at the gravel edges of the runway to prevent damage to the grass.
 - b. While flying, if a full-scale airplane starts up on the hanger line, or if you spot or hear an airplane approaching, land immediately. Any and all means must be taken to avoid interference with full scale activity.
 - c. **After you land** clear the runway as quickly as safely able. Backtracking on the runway to the pilot stations is permitted. You may carry your model from the runway back to the pit area. Ensure you take any support gear with you.
 3. No RPA flying will occur below the MAAC mandated weather minimum:
 - a. If cloud is present below 1000' above the model flying area
 - b. a horizontal visibility requirement of less than 3nm around the flying area, and

- c. If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
4. Black Sheep Squadron RC Flying club members should check for CNZ8 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.
5. 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 Grimsby. **Night flying is not allowed at the Black Sheep Squadron RC Flying Club CNZ8 site.**
6. In the event of an emergency, such as a fire, injury to any person or any other type of event requiring emergency services call 9 -1-1 and give them our location. CNZ8 is located wholly in uncontrolled airspace so there are no “fly-away” concerns.
7. 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.
8. If there is any damage to any equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding the damage or issue must call the aerodrome operator immediately at 905-515-7870. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.
9. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
10. There are no other risk mitigations required for Grimsby aerodrome.
11. A copy of the agreement with Grimsby aerodrome operator is attached to this document.

Visual observers are required when flying, and the club rules are as follows:

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 etc.)
2. The visual observer must use the Club handheld receiver to monitor the ATF 123.35 for CNZ8.
3. 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.
4. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
5. When you believe the airplane is no longer a problem yell – ALL CLEAR.

6. 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 or near pilots flying to keep radio and pilot/observer communications clear.



ONTARIO		AERODROME/FACILITY DIRECTORY	
GRIMSBY REGIONAL AIRPORT ON		CNZ8	
REF	N43 09 32 W79 36 00 10°W UTC-5(4) Elev 631' VTA A5000		
OPR	Hamilton Elite Airport Inc. 905-945-6161 Reg PPR		
PF	B-7,8 C-1,2,3,4,5,6		
CUST	AOE/CAN		
FLT PLN	FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)		
SERVICES	Credit cards accepted		
FUEL	100LL		
OIL	All		
S	1,2,3,4,5		
RWY DATA	Rwy 04(036°)/22(216°) 2878x75 GRVL/ASPH, centre 40' asphalt		
RCR	Opr Ltd win maint		
LIGHTING	04-(TE LO), 22-(TE LO) ARCAL-123.35 type J		
COMM	ATF UNICOM ltd hrs O/T tfc 123.35 5NM 3600 ASL PAL Toronto Ctr 119.7 (Hamilton) May not be receivable on ground		



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

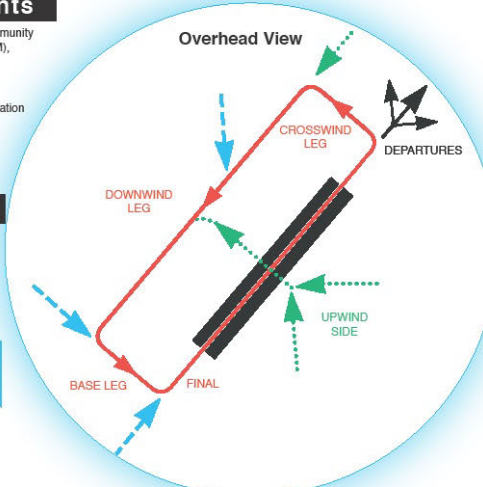
Communications Requirements

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.

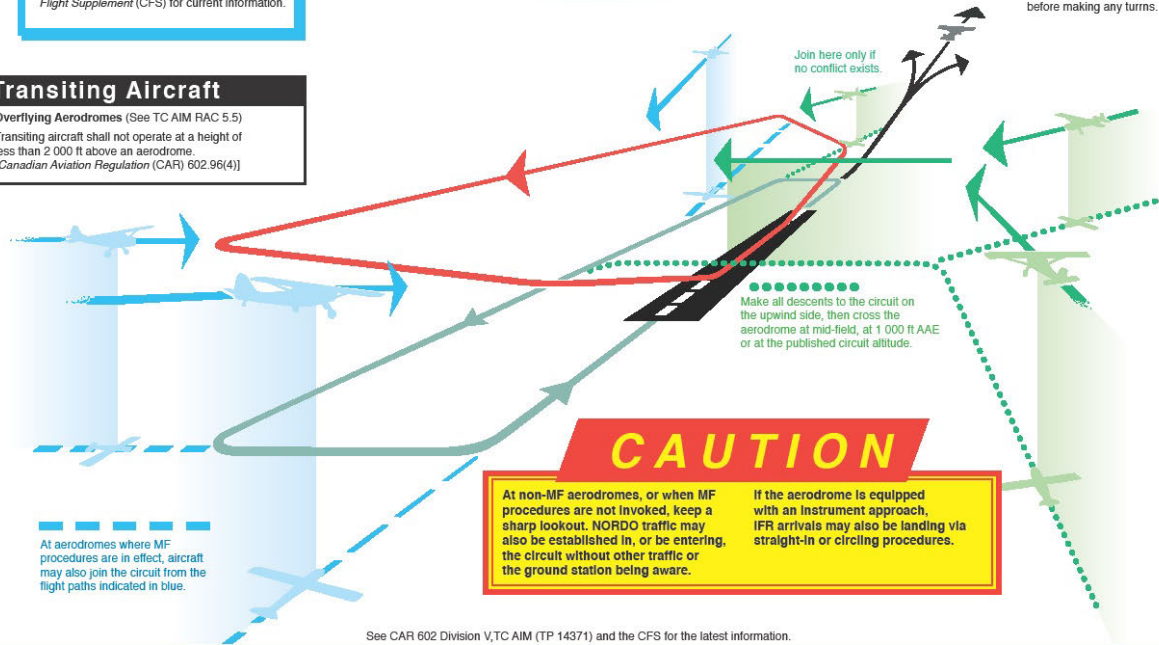


MF/ATF Communication Procedures (see TC AIM 4.5.7)
Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

- 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.

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)]



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.