

## ***Safety Rules for SWOOT***

Submitted by: SWOOT RC Flying Club, 6375 Airport Rd., RR #1 Lucan, May 5, 2023

### **Administrative Rules**

1. These rules are for the SWOOT (South Western Ontario Old Timers) RC Flying Club. The aerodrome is located at 6375 Airport Dr., RR #1 Lucan, ON. Coordinates are 43.163473, -81.412719 This location is also known as "Lucan Airport", "General Airspray" or "CPS4". There is more info in Figure #3 within this document.
2. To use the SWOOT flying area, all members must be a current member of MAAC in good standing.
3. All members using this site must sign an agreement they have read, understand, and will abide by these rules.
4. All members operating an RPAS here must have a copy of these rules available at the site, either electronically or in print. The club will provide a current printed copy at the site.
5. For insurance compliance and compliance with our agreement with Paul Hodgins (airfield owner) for the continued use of the airfield, anyone flying at the SWOOT field must be both a current MAAC member and a member of SWOOT. The latter can be relaxed for occasional guests who are MAAC members. MAAC membership is also relaxed if the guest is buddy-boxing with a SWOOT instructor.
6. Student pilots must be accompanied by a SWOOT pilot while flying. Student pilots and pilots with new aircraft are to take-off upwind of people located in the pit area.
7. Guests are the full responsibility of the SWOOT host member. Guests are encouraged to remain in the pit area well away from aircraft being prepared for flight.
8. There is a SWOOT storage box located on the East side of the hangars. This box contains the necessary gear for field safety and setup, e.g. first aid kit, aviation radios, signs, etc.
9. Two warning signs, found in the box, must be posted in the ground whenever a member is flying. One sign is placed in the vehicle parking area near the storage box and the other is placed on the south side of the runway at the entrance of the track out to the flying site.
10. The track to the flying site on the south side of the runway must be accessed from Coursey Line. On no account must vehicles be driven across the airport apron area or the runway.
11. This site is for RC airplanes and small quadcopters only – no other categories of modeling are permitted.

12. All members using this site for models over 250 gms must have a Basic or Advanced RPAS Certificate and must demonstrate or be known to possess competent RPAS flying skills. The final authority on who may fly here is at the sole discretion of the SWOOT Executive Council.
13. Any pilot observed willfully breaking flight line restrictions, ignoring no-fly zones or any other reckless model operation will be ejected from the site.
14. No smoking on aerodrome property

### **MAAC Safety Rules and Policies for Operations on an Aerodrome**

1. **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.**
2. No member shall or knowingly permit the following to occur on or near any type of aerodrome maneuvering surface:
  - i. Operate any category of model at night.
  - ii. 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.
  - iii. Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area, except for driving to and from the flying area along the verge of the runway. This is only allowed if there are no full-scale craft landing, take-off or taxiing on the runway.
  - iv. 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 modeler/RPAS pilot as he vacates the area.
  - v. 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.
  - vi. Fail to immediately report to the aerodrome operator (519) 227-4091) any damage to any aerodrome infrastructure or property caused by the modeling activity.
3. If using an aviation radio capable of transmitting, no member shall:
  - i. Operate such radio except in compliance Restricted Radio Operators certificate (ROC) and approved phraseology,
  - ii. Make any transmission other than for information purposes.
  - iii. Make any transmission indicating permission or guidance in the operation of a full-scale aircraft.
4. No member shall operate, or be permitted to operate any category of model including RPAS on an aerodrome if:

- i. they have received any disciplinary action from MAAC in the preceding two years or
- ii. they have failed to pass any knowledge, modeling or flying skills demonstrations as requested by MAAC, which shall have the sole discretion to determine and require.

### **SWOOT Club Rules Specific to this Site**

#### **Aerodrome Layout**

The airport has one grass runway in an east-west orientation (RWY 09/27). SWOOT operates at the center of the runway and has a clear view of all surrounding area as there are open fields all around. Figures 1 & 2 in this document show exactly where we are compared to the owner's operation and the runway.

#### **Aerodrome Traffic**

Full size traffic consists mainly of 3 Ag-Cat crop sprayers and one Thrush sprayer. Their activity tends to be concentrated on a few days per month. On the majority of the days, they do not operate or have gone elsewhere to operate. Most days the aerodrome is visited by occasional small planes such as a Cub or Cessna. More than 2 or 3 is unusual. In addition, there are several pilots who store their planes in hangars here and may come and go. There is no particular schedule or flying pattern. Since we are there only on calm days, we are aware that planes may take off or land in either direction.

There is also a group of powered paragliders who mainly practice on a nearby field. They often do not fly but do training on the ground. These pilots usually come later in the afternoon or evening, and we rarely see them. We tend to fly early mornings, 9am-11am or so. They use any part of the area shown on Figure 1 and if we happen to be there at the same time, they tend to move farther to the south end of the area. If they fly, (seldom) it is usually a single paraglider doing a circuit or two. We do not pose any danger to each other for those reasons.

#### **Full Scale Aviation Interaction**

We are far enough away from the General Airspray operation and from the paraglider activities that we seldom get a chance to communicate. When the opportunity arises, we all get along and we have never had to discuss close calls or any negative aspect of sharing the skies and the runway. The paragliders have even provided us with parking space on their land so that we can park far enough away from the runway safely.

An important safety feature of our operation is having at least one dedicated visual observer, but often all the pilots who are not flying will aid in the spotting requirement.

Also, having an aviation radio often gives us advanced warning of take-offs and landings.

## Operating Procedures

1. The SWOOT modeling area is located along a grass runway used by full scale aircraft. Refer to Figure #2 in this document. The runway spans 1000m in an east-west orientation, and we are 450m from the west end, where the hangars are located.
2. There is excellent visibility of the hangar area and landing/take-off areas along both ends of the runway from our setup and pilot positions. Most aircraft can be easily spotted on approach; however, we must pay close attention to spraying aircraft which sometimes fly low on approach and could be obscured by a patch of trees to the southeast of our position. For aircraft approaching low in that blind spot, they are only briefly hidden by the trees and reappear quickly.
3. Lucan Airport is listed in the CFS, but the aerodrome does not have a particular traffic pattern and there are no PROCedures listed. Therefore, we stipulate a visual observer must always be present when we operate, and all directions must be observed for any aircraft.
4. Figure #2 in this document shows our flight line is along the south side of the runway; the setup area is 22m further south of the flight line; and our vehicle parking is about 35m south of the runway. Flight rules include the following:
  - a) All no-fly zones are marked in Figure #1. Flying over our setup and parking areas is also prohibited.
  - b) The direction of take-off, landing and traffic pattern will be determined by the prevailing winds. If there is no or light wind, all take-offs will be away from the sun.
  - c) Flying circuits, takeoffs and landings must be coordinated with one another and with the visual observer. The number of models in the air is never an issue since there are only a few pilots besides the observer.
  - d) Pilots are to take off without spending excessive time on the runway and vacate the runway immediately after landing.
5. 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 3 miles around the flying area, and
  - c) If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
6. Pilots should check for related NOTAM either using the NAV CANADA NOTAM portal or using the RPAS Wilco app or similar.
7. Flying models is not allowed from ½ hour before sunset till ½ hour after sunrise – no night flying.
8. 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 the location.
9. CPS4 is located wholly in uncontrolled airspace so a “fly-away” cannot be reported to an ATC.

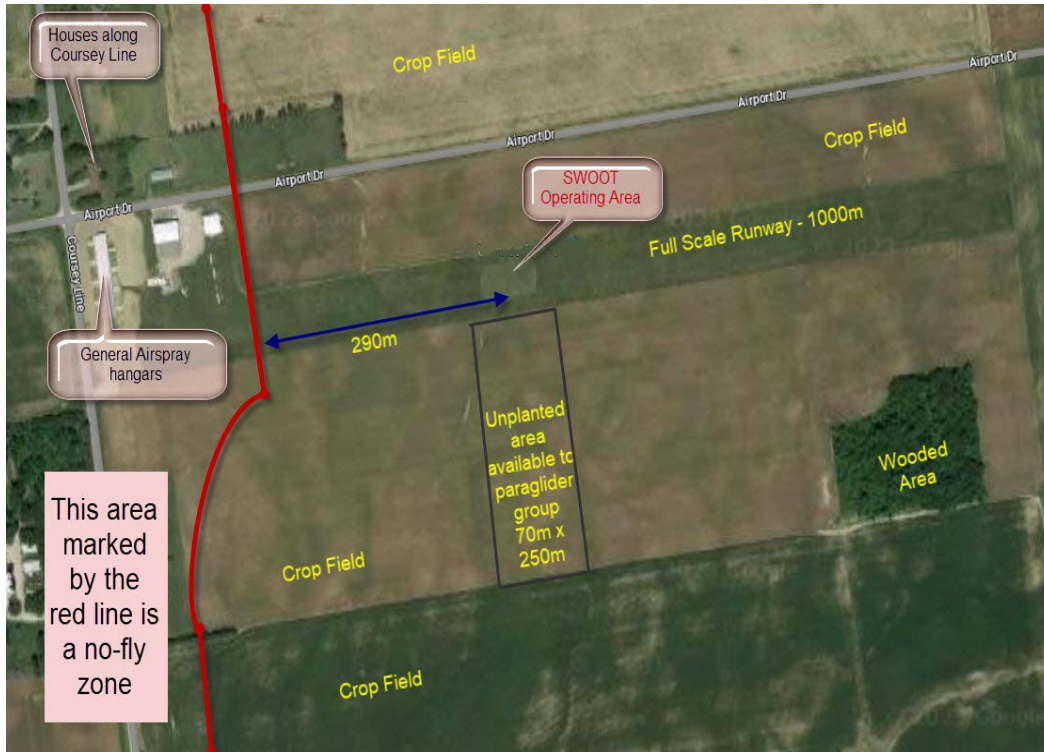
10. There must be a visual observer at all times who must use the following procedures to ensure full scale aviation safety:
  - a) There shall be at least one visual observer who shall stand within close proximity of any pilot flying.
  - b) The sole role is to scan for approaching full scale aircraft – do not watch the RPA. Pay particular attention for low level aircraft or returning spray aircraft that may fly low enough behind a tree line.
  - c) The visual observer should use the club receiver to monitor air traffic on 123.2MHz.
  - d) When the visual observer or any other member spots/hears a full-scale airplane that might come near the site or see/hear an airplane start up on the hanger line, they are to yell out “AIRPLANE” in a loud voice. Upon hearing this notification all Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able. If the visual observer thinks a full-scale airplane is getting ready to go fly, yell “HANGER” in a loud voice. All pilots must land as soon as safely able. 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.
  
11. If there is any type of near miss or safety concern between a full-scale aircraft and a model, all flying shall cease immediately. The members involved shall fill out a MAAC reportable occurrence report and submit that to MAAC and the Club executive and follow MAAC policy with the following exceptions: 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 and keep this form for one year (CAR901.49 (2)). Resume flying when done. If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
  
12. 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 (519) 227-4091), notify the club executive and complete a MAAC reportable occurrence form/process.
  
13. Model flying in formation is permitted if pilots plan and agree on their procedures and inform the visual observer.
  
14. If using a 72 MHz transmitter, you must check your frequency with other pilots who use 72 MHz transmitters. A frequency board, located in the SWOOT storage box, is available for use by the 72 MHz pilots.
  
15. Electric motors running in the pit area should be restricted to any necessary pre-flight checks. Fuel engines can be started in the pit area. Care should be taken to start motors and engines well away from others in the pit area. People in the pit area should not stand in the arc of the propeller in case of propeller failure or in front of

- the aircraft in case the A/C suddenly moves forward or in case of propeller failure. As a courtesy, exhaust gas should be directed away from others in the pit area.
16. Taxiing between the pits and the runway is not allowed. Models must be transported to the edge of the runway before starting to taxi.
  17. When approaching the runway to either launch or land, the pilot must announce that fact loudly so other pilots can hear. Pilots are to check if there is anyone on the runway or walking toward the runway before making the announcement to take-off or land.
  18. Everyone should stay out of the runway when a pilot announces that they are landing or taking off. Only one team (pilot and required helpers) at a time should be on the runway.
  19. Once a model is launched, the launch team should exit the runway immediately to allow other pilots to land and take-off.
  20. If a pilot is doing circuit-type flying, they should fly while standing in the pilot area. Pilots who are soaring are less restricted, except when climbing or landing at which time, they should also be in the pilot area. All pilots in the pilot area should remain close enough to other active pilots to be able to communicate.
  21. The SWOOT executive will review these rules at least once a year.

**Figure #1** – General Aerodrome Layout



**Figure #2 – SWOOT Operating Area**



**Figure #3 CFS entry for Lucan Airport, CPS4**

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 29 December 2022 to 0901Z 23 February 2023

**ONTARIO** AERODROME/FACILITY DIRECTORY

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**LUCAN ON** **CPS4**

<b>REF</b>	N43 09 48 W81 24 45 2SW 9°W UTC-5(4) Elev 960' A5000	
<b>OPR</b>	General Airspray Ltd 519-227-4091 Reg	
<b>PF</b>	B-1 C-2,4,5 D-3,6	
<b>FLT PLN</b>	<b>FIC</b> London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)	
<b>SERVICES</b>	<b>S</b> 5	
<b>RWY DATA</b>	Rwy 09/27 3100x100 turf Thld 09 displ 550'. Thld 27 displ 100'. <b>RCR</b> Opr No win maint	
<b>LIGHTING</b>	09-(TE LO), 27-(TE LO) PN Opr	
<b>COMM</b>	<b>ATF</b> tfc 123.2 5NM 4000 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).

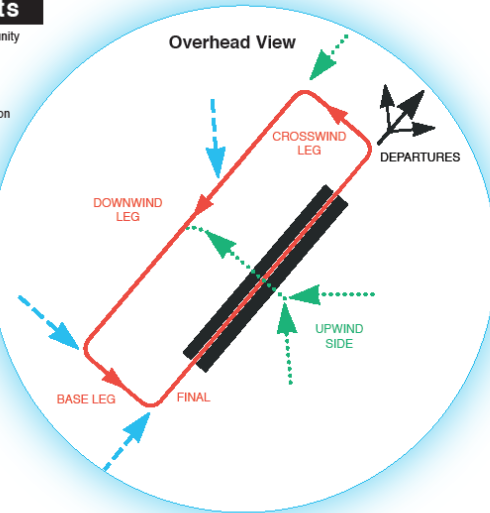
## Standard Left-Hand Pattern

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.



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.

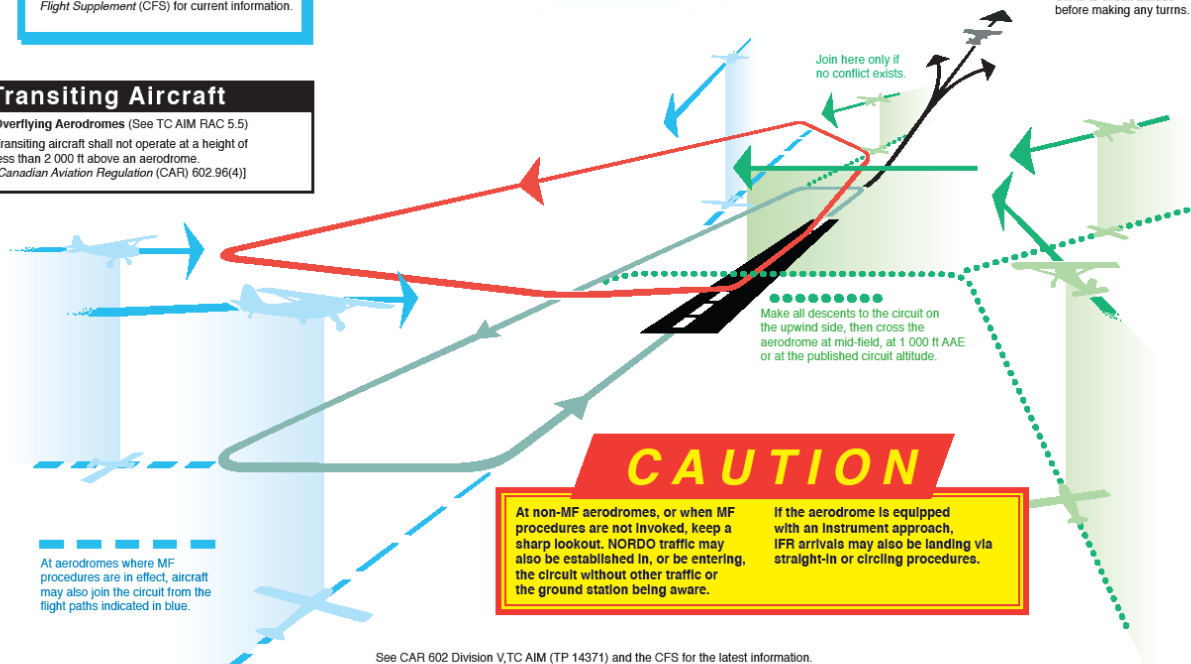
## DEPARTURES

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)]



## 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.