

# Calgary Radio Control Soaring Society Club Rules

## Administrative

1. These rules are for **CRCSS** (Calgary Radio Control Soaring Society) located on **CEH4**, DeWinton / South Calgary AB Aerodrome. CRCSS is Zone A club registered with MAAC, ID #612, field center location 50.823220, -113.836514. The CEH4 Aerodrome center is N50 49 19 W113 49 28 7E 15°E (2012) equivalent to 50.8234, -113.82499.
2. In order to use CRCSS 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 CRCSS site must sign an agreement confirming they have read, understand, and will abide by these rules while modeling at CEH4 Aerodrome.
4. All members operating an RPAS must have a copy of these rules available at the site, either electronically or in print. The club will endeavor to make a copy available on its website.
5. This site is for sailplane model activities only, other categories of modeling are not 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. 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 is allowed on aerodrome property.
8. The entry gate is normally locked. Gate admittance is also shared with specific individuals outside of CRCSS by permission of the aerodrome operator. CRCSS members must not share the lock combination/keys with anyone outside CRCSS unless in an emergency.
9. Emergency services can be reached using 9-1-1 on a cell phone. There are no facilities onsite and therefore no other phone services are available.

## 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:

1. Operate any category of model at “night” on this aerodrome.
2. 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.
3. Operate on or park of any type of motor vehicle within 30m of an aircraft maneuvering area.
4. 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.
5. 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.
6. Fail to immediately report to the aerodrome operator any damage to any aerodrome infrastructure or property caused by the modeling activity. The aerodrome contact is Lisa Knight [knightyyc@gmail.com](mailto:knightyyc@gmail.com) 403-542-5410.

## Site Operating Procedures and Safety Rules

1. CRCSS is located on CEH4, DeWinton / South Calgary Aerodrome AB ~2 km SW of Dunbow Road and 112 Street SE intersection.
2. CEH4 Aerodrome does not have services, hangers or storage accommodations for full size aircraft. Any changes to this status will be conveyed to designated CRCSS contacts by the aerodrome operator.
  - a. CEH4 has two CFS listed runways: 10-28 and 16-34. The closest runway to CRCSS flying area is 16-34.
  - b. There are no expected aircraft traffic patterns, however CRCSS pilots must always be alert to the possibility of any unexpected aircraft interaction as further described herein.
  - c. There are no aircraft services, and the aerodrome operator has confirmed no other aircraft use the aerodrome with any regularity.
  - d. There is no PRO in the CFS for RPAS operations. Our modeling activity is not indicated in the CFS entry.
3. The aerodrome operator has stipulated the following procedures for us to use at the facility.
  - a. We may only use the facility during daylight
  - b. All vehicles must be parked within the designated parking area

- c. Our pit / set up / spectator area are >30 meters from the runway which meets MAAC requirements.
  - d. Do not park or put any model gear on the runway. Model assembly should be done in the designated pit area.
  - e. The closest allowable pilot area is on the grass strip west of the pit area. Wind direction and soaring tasks allow pilots to shift further south down the strip but pilots shall safely position themselves and be within constant communication distance.
  - f. Motor batteries shall not be connected to electric models unless the model is restrained in the start-up area – no exceptions. Do not conduct prolonged tuning if other pilots are flying.
  - g. The direction of take-off /landing, and traffic pattern will be determined by the prevailing winds. If no or light wind, take-offs and landing approaches should avoid the sun.
  - h. Hand launching concurrent with winch/bungee launching shall be done in agreement among pilots, always observing safety. Launches and landings are to be directed away from the pilot and pit areas. The strip area should be cleared by pilots as soon as safely practical.
  - i. Our flying area is a circle of 750 meters radius measured from the center of the grass strip. Avoid flying in proximity to crop machinery or other activities if present.
  - j. 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, 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.
  - k. At the end of the day, ensure all model gear is removed from near the runway.
4. The following are the procedures to operate an RPAS in proximity to runway 16-34.
- a. Once your model is ready for launching, you may carry it to the pilot area. Before leaving the pit area, visually scan the runway line and sky to ensure that no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated below before moving past the runway edge.
  - b. While flying, if a full-scale airplane is spotted or you hear an airplane approaching, land immediately. If for whatever reason you do not think you can land safely before the aircraft enters the runway environment, descend to a safe altitude away from the runway and orbit at a safe distance until the aircraft departs or lands. If need be, intentionally “land” off field away from the runway. The model flying area is

primarily open field / seasonal crop. By flying at CEH4 you accept that you may need to intentionally destroy your model to ensure full-scale safety.

- 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 startup area. Ensure that you remove any support gear.
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 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.
  6. CRCSS members should check for CEH4 related NOTAM preferably using RPAS WILCO App or similar such NAV CANADA NOTAM portal. 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.
  7. 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 Calgary. Night flying is not allowed at the CRCSS RC Flying Club, CEH4 site.
  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 our location.
  9. CEH4 is located wholly in uncontrolled airspace so there are no "fly-away" concerns. CEH4 is not located within 0.5 nm of controlled airspace
  10. Visual observers are not mandatory at CRCSS site. The models allowed are confined to sailplane class which are typically low velocity, low mass and in the case of electric launch sailplanes, relatively low power used for a small portion of flight. Sailplanes typically possess glide path control features which provide controlled descent and maneuverability. Sailplanes are typically larger, more visible and flown within more defined trajectory windows compared to other RPAS model classifications. Sailplane flying skills are closely associated with thermal soaring tasks which inherently involves constant monitoring of the model's peripheral area, micro weather conditions and proximity of other models seeking similar lift. CRCSS site has particularly flat topography which aids visibility and sound propagation. Notwithstanding, CRCSS pilots must always

be aware of and prepared for the possibility of any unexpected full size airplane interaction. The following are club procedures for ensuring full scale aviation safety:

- a. Pilots within the pit area between flights are encouraged to monitor for any aircraft presence while they are observing for potential thermal conditions. Visitors or observers not associated with flight operations are typically briefed to assist in this manner.
  - b. When a pilot spots or hears a full-scale airplane that might come near the site, they are to yell out "AIRPLANE" in a loud voice to alert other pilots. Similarly, pilots/others within the pit area are to yell out "AIRPLANE" in a loud voice or utilize single long blast of vehicle horn.
  - c. Upon hearing this notification ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
  - d. 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 MAAC RPA, 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:
- 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.
12. If there is any damage to equipment or infrastructure potentially posing a hazard to full-size aircraft, the member finding the damage or issue must call the aerodrome operator immediately. The contact particulars are Lisa Knight [knighytyc@gmail.com](mailto:knighytyc@gmail.com) 403-542-5410. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.
13. A fire extinguisher must be present for all powered RPA operation.

14. There is no limit on number of airborne RPA. However, pilots should continually to observe safe flying practice and constant communication, for example flying in closer proximity in a common thermal.

## Aerodrome Within 3nm

CRCSS operates within 3nm of an aerodrome as listed in the CFS and is required to provide all members the following information:

1. The aerodrome name is DeWinton (Highwood) Heliport CED6 occurring 2.92 nm southwest of CRCSS modelling site.
2. CED6 aerodrome Heliport has one 100'x125' CONC/TURF runway area and 075–115-degree ARR/DEP path. The operator is listed as 2124068 Alberta Ltd 403-938-1855 Reg PPR. The current owners do onsite helicopter repair services, aircraft traffic in and out is very infrequent.
3. There is no expectation that aircraft from CED6 would arrive to CEH4 because there are no services.
4. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
5. In the event of a “fly-away” towards CED6, you may call the aerodrome operator at 403-938-1855 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
6. The club executive has contacted the operator (OPR) of CED6, and they have expressed no issues with our RPAS site.
7. There are no other risk mitigating strategies required at CRCSS.

## Remaining Information

1. There are no other risk mitigations required for CEH4 aerodrome.
2. The Club executive will review these rules at least once a year.
3. A copy of the agreement with CEH4 aerodrome operator is attached to this document.

## Maps and Figures



Field Entrance Gate GPS Location: 50.823220, -113.836514

Flying Site GPS Location: 50.823220, -113.836514

Aerodrome Center: N50 49 19 W113 49 28 7E 15°E (2012) as shown on CFS, equivalent to 50.8234, -113.82499







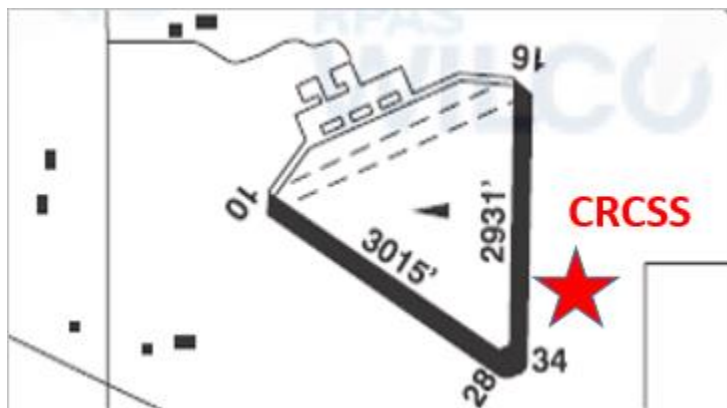
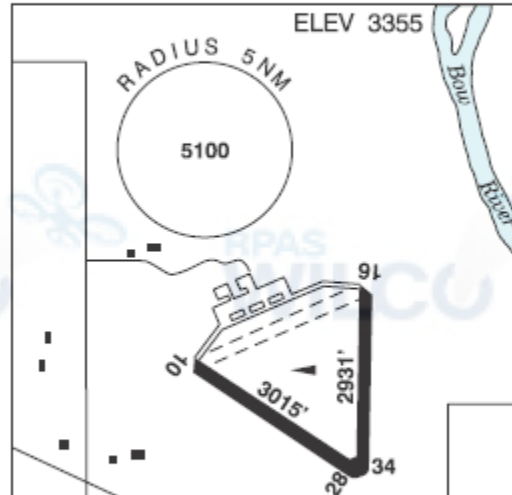
**ALBERTA**

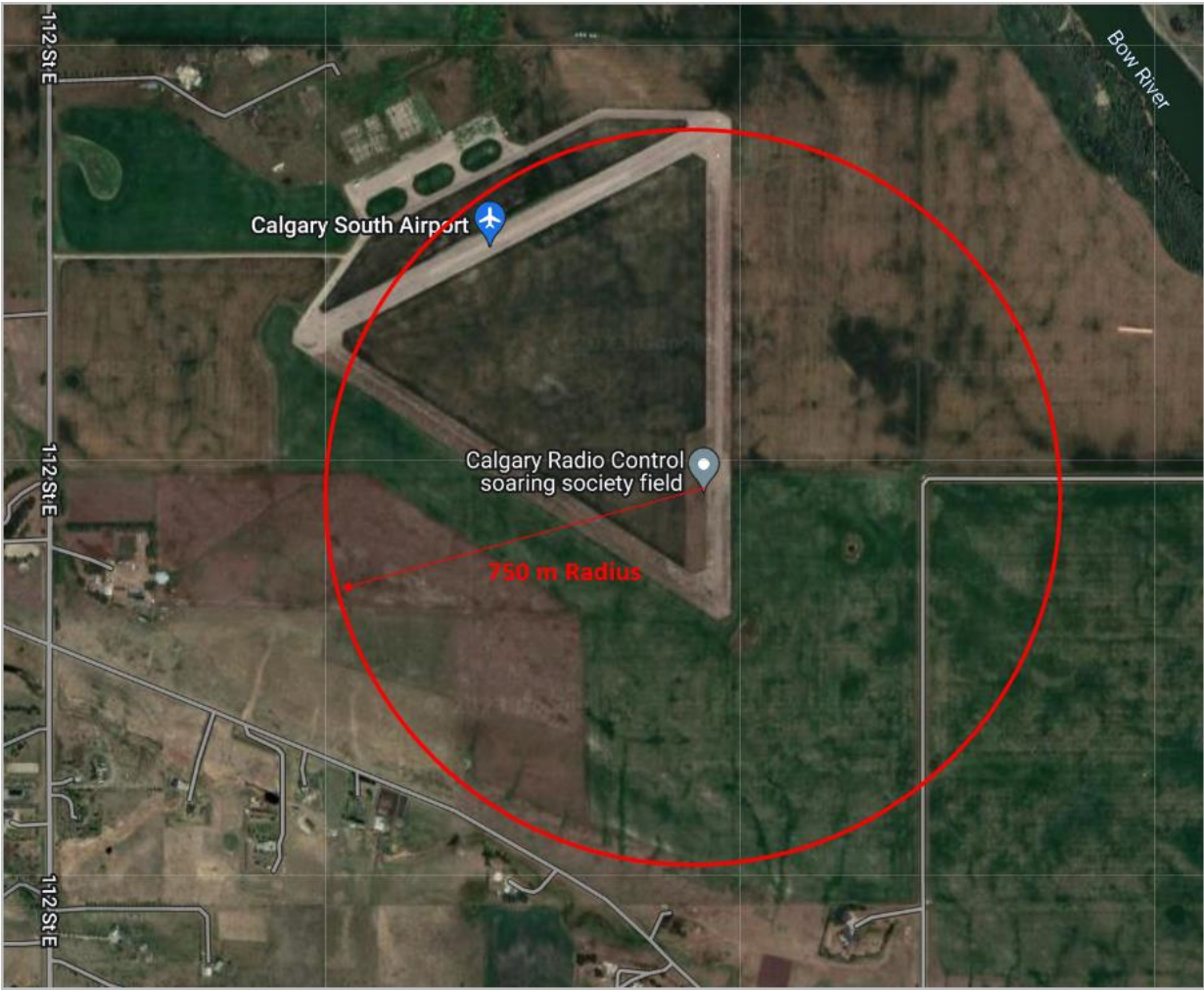
**AERODROME/FACILITY DIRECTORY**

**DE WINTON / SOUTH CALGARY AB**

**CEH4**

<b>REF</b>	N50 49 19 W113 49 28 7E 15°E (2012) UTC-7(6) Elev 3355' VTA A5005
<b>OPR</b>	Cordillera Petroleum of Canada Ltd 403-243-5326 Reg PPR
<b>PF</b>	D-1,2,3,4,5,6
<b>FLT PLN</b>	<b>FIC</b> Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) <b>ACC</b> Edmonton IFR 888-358-7526
<b>RWY DATA</b>	Rwy 10/28 3015x150 asphalt Rwy 16/34 2931x150 asphalt
<b>RCR</b>	Opr No win maint
<b>COMM</b>	<b>ATF</b> UNICOM ltd hrs O/T tfc 122.8 5NM 6400 ASL
<b>CAUTION</b>	Rwy 10/28 and 16/34 sfcs deteriorating.





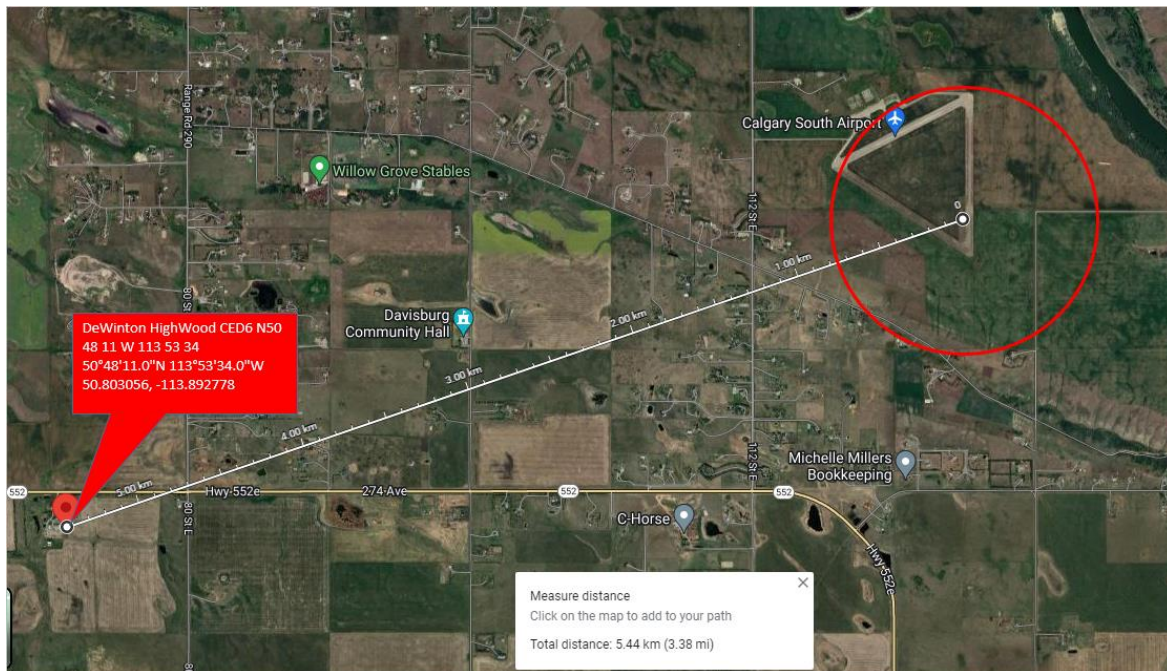
ALBERTA

AERODROME/FACILITY DIRECTORY

DE WINTON (HIGHWOOD) AB (Heli)

CED6

REF	N50 48 11 W113 53 34 5ESE 14°E (2014) UTC-7(6) Elev 3435' VTA A5005
OPR	2124068 Alberta Ltd 403-938-1855 Reg PPR
PF	B-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
HELI DATA	100'X125' CONC/TURF
RCR	Opr
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 6500 ASL
PRO	Arr/Dep btwn 075°-115° fr heli



Re: De Winton (Highwood) AB (heli) **CED6**

The existence of the Calgary RC Soaring Society field located on the South Calgary Aerodrome and within the 3 NM distance from the above noted heliport has been provided.

We do not feel that this field will have any effect on the operations of this heliport and do not object to the flight operations of the Calgary RC Soaring Society as outlined in their MAAC and Transport Canada documentation.

Signed:

  
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LISA NAGY

Date: 27 APR '23

Lisa Nagy  
Operations Manager



P.O. Box 85, Okotoks, AB,  
Canada, T1S 1A4

☎ 403.938.1855  
📠 403.938.1894  
📞 403.510.0874  
✉ [lisan@platinum.ca](mailto:lisan@platinum.ca)





# 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.

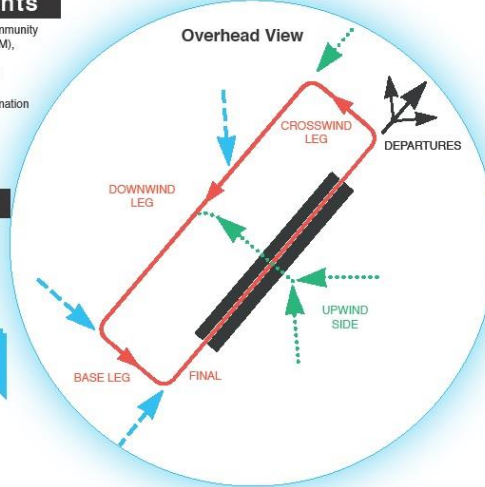
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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)

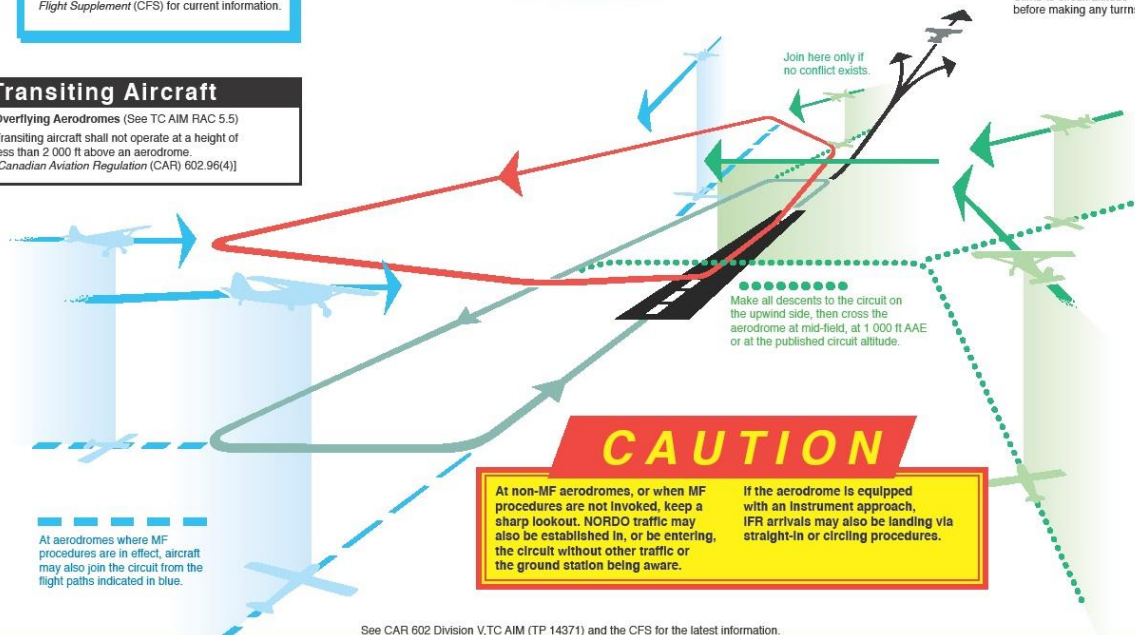
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.