

## Ottawa Region Electric Organisation MFC, MAAC Club Affiliate # 622. S Gower Boundary Road Field Plan and Registration Document.

### Location of Field:

The flying field is located on the S Gower Boundary Road in North Grenville. It lies along the NE side of the road about 2 km from RR19 ie “River Road”.

GPS co-ordinates for emergency access to the field are:

45.089530, -75.599440

(45° 05' 22.3" N 75° 35' 58.0" W)

GPS co-ordinates for the center of the pilot stations are:

45.089375 -75.596041

(45° 05' 21.8" N 75° 35' 45.8" W)

There are no known RC clubs with a 4km radius. (The nearest RC club, as currently shown on the MAAC web site depicting club locations, is the “Rideau Valley Modellers”, and is more than 8.5 km away.)

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### Normally expected flying area:

Depth of flying area: 460m (1,510 feet), Width of flying area: 330m (1,085 feet), Altitude <400 feet above ground level.

The elevation above sea level is approximately 90m.

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Aerial photograph of field:



Type of aircraft being flown and related issues:

The type of aircraft being flown will be restricted to electrically-powered aircraft, predominantly fixed-wing sport-model aircraft not anticipated to exceed six pounds in weight. The flying area is not expected to exceed the boundaries of the field as depicted, and will normally be restricted to a distance of 300m from the pilot stations.

Other pilot station and flight-line arrangements may be adopted to suit wind conditions and the sun's position in the sky, but the position depicted is the most likely location. Aircraft will not be flown above 400 feet.

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### Airspace restrictions:

See Reference Documents

1. The National Research Council's Drone Site Selection Tool
2. Nav Canada's Designated Airspace Handbook

The flying site is totally within uncontrolled airspace according to the above referenced documents. No ATC (Air Traffic Control) permission is required at this flying field.

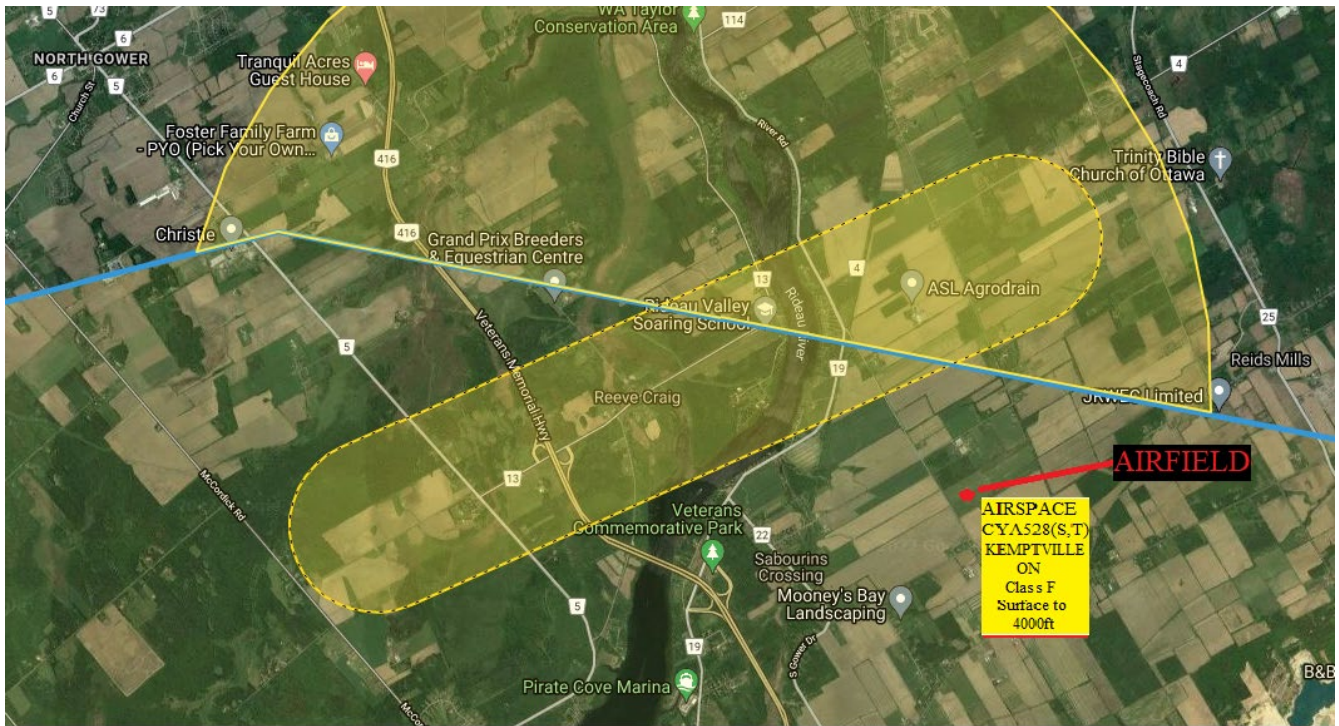
Because the field is located in/under CYA 528 (S,T) KEMPTVILLE ON, Class F Advisory Airspace, additional caution and awareness of other aircraft traffic is required. (See diagram below and club rule #10 below which covers the requirement).

The nearest aerodome/waterdome is the Rideau Valley Airpark which is 2.9 km to the north-east.

The club has developed procedures to help ensure club operations do not conflict with or pose a hazard to full scale aircraft operating from there. See Addendum to Club Rules on page 8 of this document.

The club is not located on any type of facility used by full-scale aircraft.

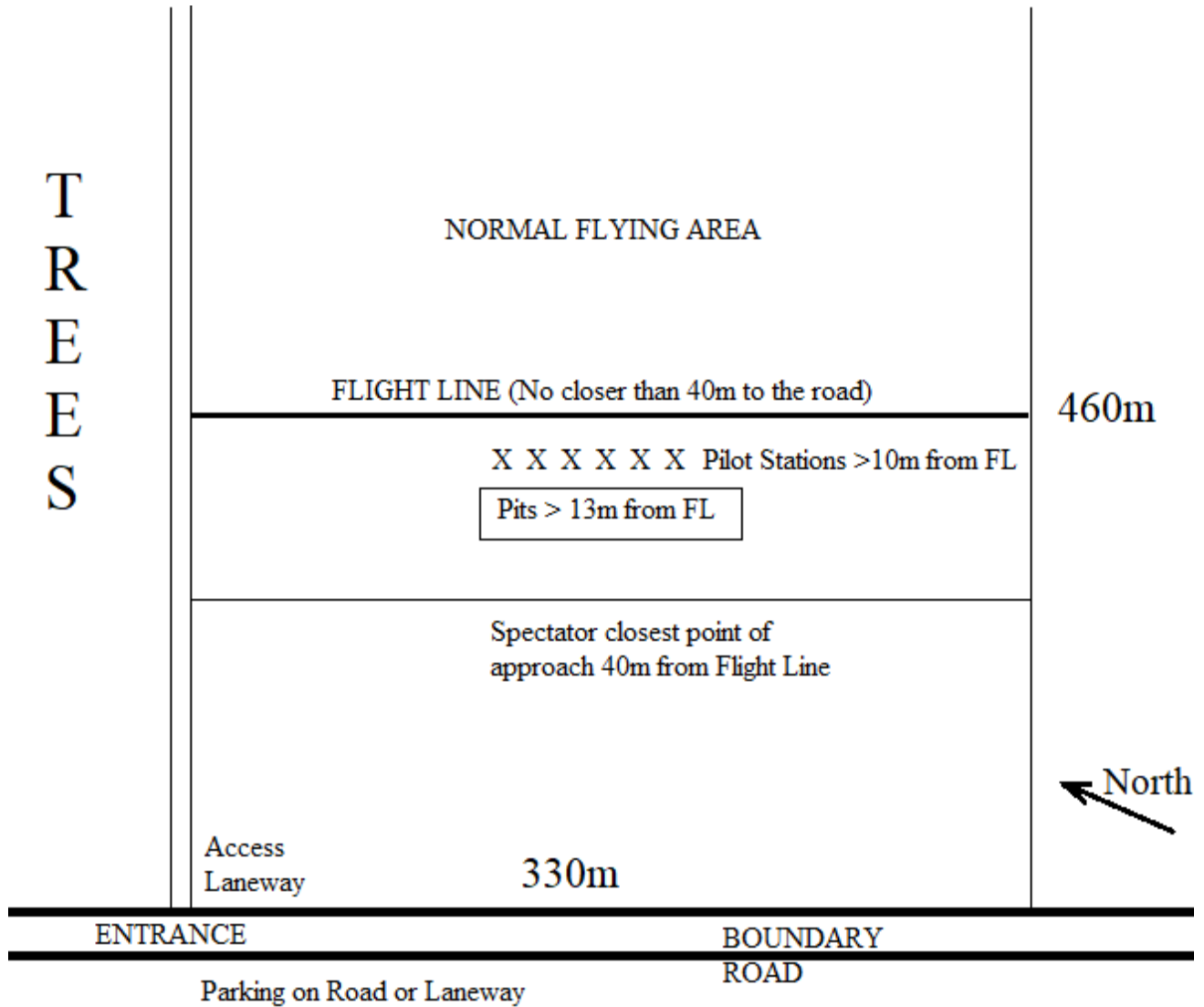
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## Flying-Field Layout Diagram:

A typical flying-field layout diagram is presented below. The exact position and orientation will be adjusted to suit the prevailing wind direction and the direction of the sun. Because OREO flies at sod farms where permanent structure cannot be installed, in lieu of the use of fences or barriers, MAAC has approved the increased safety distances as shown.

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## **APPENDIX: FIELD SAFETY RULES**

1. All pilots must observe field discipline and comply with all MAAC safety codes and club rules. It is a shared responsibility of all club members to ensure these rules are applied and adhered to.
2. Only electrically propelled models shall be flown at OREO flying fields. All club related flying shall be done only at approved designated club flying fields where club members have permission to fly. A guest may only fly at an OREO field when accompanied by a member.
3. Only experienced qualified pilots with “wings” shall fly unassisted. It is the duty of all new pilots, and those pilots who are unable to guarantee that their aircraft will remain safely under control at all times, to ensure they are supervised and assisted by an experienced, qualified pilot.  
NOTE: Inexperienced pilots without “wings” are NOT permitted to fly unsupervised even if they happen to be at the field on their own.
4. Any OREO instructor has the right to request any pilot who is not flying in a safe and adequate manner to fly only with the direct assistance of an instructor until such time that a club instructor deem he is safe to fly unaided. (The club supports a training program for new pilots based on the OREO wings program. Qualified experienced volunteers who will be pleased to assist are listed in the club instructor list on the club website.)
5. A range and operation test shall be performed before a pilot makes a first flight of the day at the field. It is recommended that the range test shall be performed with the Tx antenna collapsed or binding button depressed (as applicable) whilst watching for inappropriate, erratic, or uncommanded control-surface movement. It is recommended that the plane being range tested be carried along the flight-line away from the corresponding transmitter, whilst the transmitter is operated at or near a designated pilot-station. It is highly recommended that the direction and function of flight controls and fail-safe settings be checked as part of this test.
6. It is the responsibility of all club members to ensure that all spectators remain at least 40 m behind the designated flight-line and flying area, and also to ensure that all vehicles are parked at least 40 m away from the designated flying area. Members are also required to maintain a minimum distance of 13m from the flight line when working on their models both before and after flying. Club members shall land and refrain from flying if non-club members, spectators or other persons enter or are within the flying area.
7. All flyers shall observe an established flight line and stand in the designated area whilst flying. The flight line shall be identified with temporary markers eg traffic cones, coloured cable or rope etc. It is the responsibility of all pilots to ensure that identified pilot stations are used and that flight line, pits and spectator limit are all marked. These may be marked by traffic cones, blocks of foam, or bean-bags etc. PILOT STATIONS SHALL LIE NO LESS THAN 10 METERS FROM THE FLIGHT LINE / FLYING AREA and shall be spaced at least 2 m apart. The first turn after take-off should always be made away from the flight line, pilots and spectators. Pilots shall never fly on the pilot’s and spectator's side of the flight line, over people, or over houses, vehicles and other property. Pilots must clearly and loudly announce their intentions for the benefit of other pilots. Eg "Launching", "Taking-off", "Landing", "Going on the Runway" & "Runway Clear" etc.
8. An adequate frequency control method shall be employed at all flying fields\* All pilots shall ensure their transmitters are labelled with the channel number for the frequency on which they are operating\*.

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Before turning on their transmitters, pilots shall identify the channel they are about to use by placing a frequency control peg marked with their name and channel number on a Frequency Control Board. This ensures that not more than one person is using any particular channel at any moment in time. When not in use, transmitters shall be powered off, their antennas retracted and the corresponding peg shall be removed from the board. People using channel selection modules shall take extreme care to only reset them after pegging-off the channel they wish to use.

\*The above frequency control regulations are NOT applicable to 2.4GHz transmitters. Thus 2.4GHz radio systems are NOT required to be labelled and pegged off.

9. No more than five pilots shall be in the air at any one time. When more than five pilots are present at the field, then either an agreed Tx impound shall be set up, or all unused Tx's shall be returned to the owner's vehicle.

10. In the event that a manned aircraft of any kind approaches the field then a MAAC rule requires all pilots to descend and land immediately.

11. All new or repaired models shall be "checked out" by a qualified experienced pilot before being flown. All models are subject to random safety spot-checks which may be carried out by any Instructor. If in an instructor's opinion a model is unsafe to fly it shall not be flown at a club field until the problems are rectified.

12. Simultaneous fixed-wing and helicopter flying is not allowed. Helicopters may only be flown individually. Flying timeslots for helicopters will be mutually agreed between the pilots present at the time.

13. "Fail-safe" settings used on PCM and spread spectrum transmitters shall set the motor off regardless of any other control operations governed by the "fail-safe". Particular care must be taken when swapping from FM (i.e. PPM) to PCM to ensure that the "fail-safe" is correctly programmed.

14. All pre-1991 radio-control equipment including wide-band transmitters is not allowed at OREO flying fields.

15. All voice and data communication equipment including cellular telephones is banned within 50 feet of the flight line. (This means 'phones etc shall not be carried on one's person on the field). It is recommended all members, guests and spectators should leave cellular phones etc in their vehicles.) First Person View (FPV) and flight telemetry equipment is allowed.

16. No dogs or other pets are allowed at the flying field or in any OREO meeting. All persons under the age of 12 shall be accompanied and closely supervised by a responsible adult all of the time. (A person responsible for a child shall not fly except as part of providing instruction to that child.)

17. All incidents occurring at the flying field involving injuries to persons or damage to property shall be reported in a timely manner to MAAC head office through the OREO club president and/or club executive committee. Clubs are not allowed to filter reports. . Such reporting shall conform to relevant MAAC requirements.

18. The layout of each flying field and adequacy of all related safety requirements shall be reconsidered, checked and confirmed on an annual basis.

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**Addendum to club rules for S Gower Boundary Road field due to its being located within 3nm of the Rideau Valley Air Park .**

Introduction

At the S Gower Boundary Road Flying Field\_OREO operates within 3nm of an aerodrome and as identified in the CFS or CWAS all members are required to be provided with the following information:

- The aerodrome name is the “Rideau Valley Air Park (CPL3)” and it is located 1.69 nautical miles north-east of the site of the flying field location.
- The aerodrome is not heavily used. For the past 23 years flyers at the OREO field and members have rarely seen manned aircraft such as gliders being towed . There have been no reports of manned aircraft coming close to the location. The normal MAAC “see and avoid” practices (see below) are determined to be sufficient to ensure model flying does not interfere with aircraft operations.
- Copies of the rules for this field are provided to all club members and are stored on the MAAC and club websites.

1. The Rideau Valley Soarers club President Mr G.Domaradzki has been notified in writing on March 27 2023 of the location of OREO's Boundary Road flying field and the nature of our activity there. He has acknowledged receipt of the notification and has expressed no concerns. The RVSS club safety officer N.Duffee was also copied on the notification, and he has also not expressed any concerns.

2. In the event of a “fly-away” towards the Rideau Valley Air Park, OREO members may call the RVSS club at 613-366-8208 (Number to be verified periodically) and advise them of the issue. Since the OREO flying field site is in uncontrolled airspace there is no need to notify ATC.

3. OREO club members should check for Rideau Valley Air Park related NOTAM(s) either using the NAV CANADA NOTAM portal or using the 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 with fellow modellers for reference.

4. Formation flying is permitted provided all involved pilots agree beforehand.

5. Night flying is allowed at this flying site. RPA must be brightly lit. Regular daytime flying i.e. without RPA lighting, will not commence until half an hour after sunrise and will end a half hour before sunset,

6. There will be no RPAS operation if there is cloud below 1000' AGL or the visibility is less than



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3 statute miles. Visual estimates are sufficient.

7. Visual observers and MAAC “spotters” are optional at this OREO 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 announce “AIRPLANE” in a loud voice.
- b. ALL Pilots must immediately descend to as low an altitude as reasonably 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 call out “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.

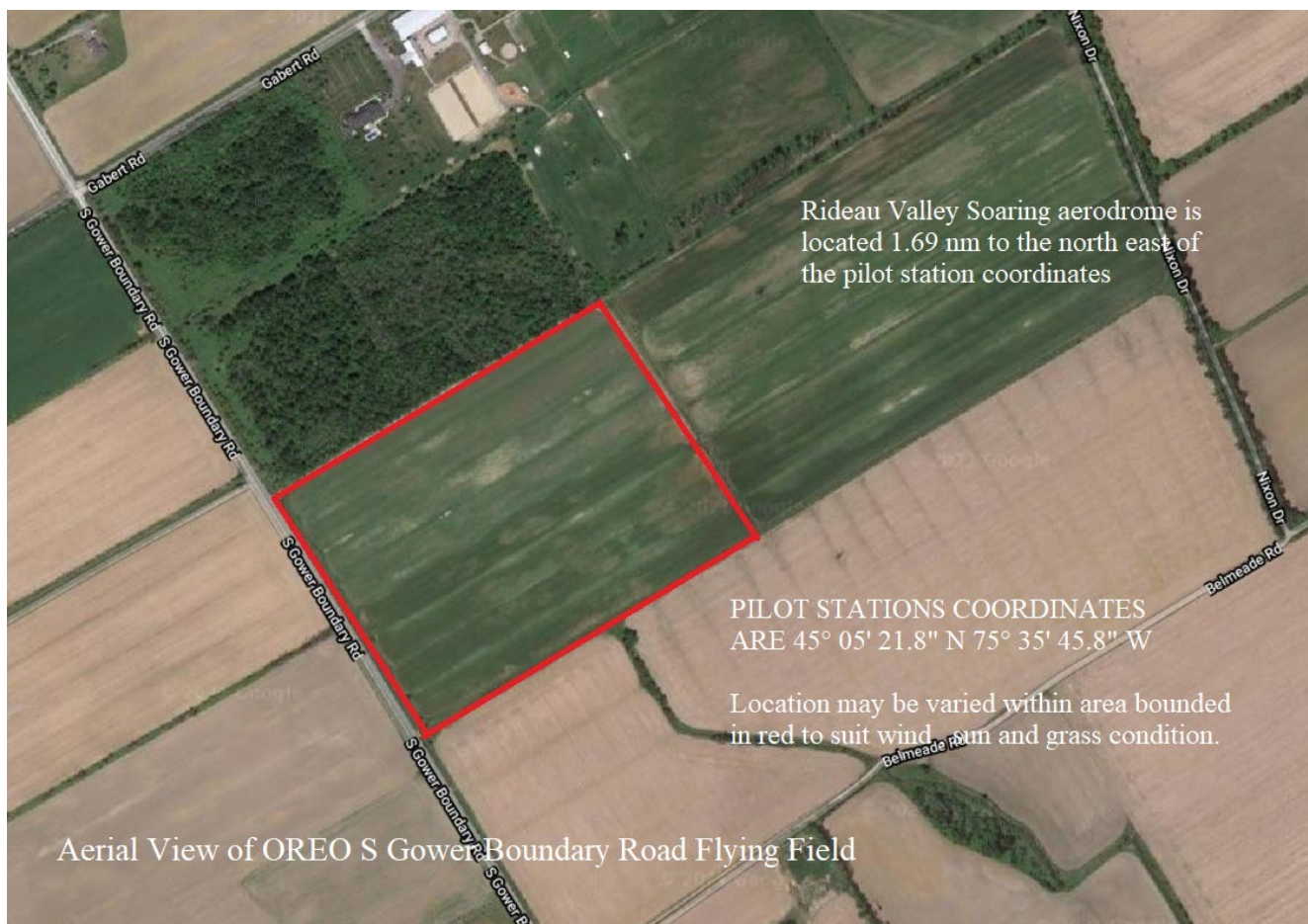
8. If there is any type of near miss or safety concern between a full-scale aircraft and an OREO RPA, ALL FLYING SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to the Club executive and follow MAAC policy with the following exceptions:

- a. If the member(s) involved believe the risk was 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 keep in mind 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 in writing by the Club executive.
- c. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms operations may be resumed.
- d. NOTE This process is for your protection.

9. There are no other risk mitigating strategies required at the OREO S Gower Boundary Road flying field.

10. The Club executive will review these rules at least once a year.

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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 turf 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.

