



## North Coast RC Flyers Rules Roosevelt Ball Field

These rules are available in print or online. The club will endeavor to keep a copy at the modeling site and provide all members with a copy.

This club allows the following modeling categories: mRPAS

RPAS operation (250 grams +) is **not permitted** at this site.

### Administrative

Club: North Coast RC Flyers (#760, Zone C)

Location: Roosevelt Ball Field  
Ecole Roosevelt Elementary School,  
800 Summit Ave. Prince Rupert BC  
54° 18' 20.51N 130° 19' 39.70"W

1. All persons using this modeling site must:
  - a. be MAAC members in good standing.
  - b. be members of the North Coast RC Flyers, or an invited guest, and
  - c. agree to follow the MAAC Safety code and all other club rules.
2. Pilots must have available a signed MAAC Card.
3. Guests are permitted with a Club member host, MAAC membership is required by all.
4. Roosevelt School Ball Field is a Public field. All club flying shall stop while individuals not associated with the club are on the field.
5. NO internal combustion engines are allowed.
6. No flying is allowed without an instructor present until a flight evaluation has been completed. Beginners always come first. Give them instruction. An experienced pilot must always check out new aircraft.
7. All spectators must remain behind the chain link fencing unless escorted by a club member. Occasionally dog walkers enter the field. Stop Flying!
8. No flying while maintenance of the field is in progress.

**If there is an accident requiring emergency services**, cellular service is adequate to call 911. The civic address is **Ecole Roosevelt Elementary School, 800 Summit Ave. Prince Rupert BC V8J 2A3.**

## **mRPAS Specific Rules and Normal operating procedures and Club safety rules**

9. All Aircraft shall weight less than 250grams.
10. Club process to determine mRPA weight will be determined by:
  - a. Manufacturers published weight for stock unmodified, unrepaired bind and fly aircraft with manufacturers suggested Battery capacity.
  - b. Weighing aircraft in ready to fly configuration including batteries before flying. If flying configuration is changed then aircraft **MUST** be re-weighed. Gram scale will be available at the field or on request from club members.
11. While the responsibility to ensure mRPA weight is below 250 grams resides with the pilot in command, Club executives retain the right to weigh any suspect aircraft and prohibit its use if proven to be equal to or greater than 250 grams ready to fly.
12. The club executive retains the right to rescind flying privileges to club members or guests of club members found to be flying aircraft 250 grams or above.
13. All members shall follow the applicable Canadian Aviation Regulations.
14. MAAC members conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
15. No flying while helipad is occupied.
16. A fire extinguisher be present for all powered RPA operation.
17. All Model (RPA) aircraft shall be landed as soon as possible upon the approach of any full-scale Aircraft or with full scale aircraft in vicinity until location of and direction of flight is determined to be safe to resume flying.
18. Our flying area as measured from the center of the pilot stations is a box 57 meters left, right and 105 meters straight out. Refer to the site flying area map for no-fly zone depictions.
19. 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 Prince Rupert B.C. Night flying is not allowed at NCRCF Club unless your mRPA is brightly lit.
20. North Coast RC Flyers club members should check for CRB8 Medivac Helipad, CYPR Digby Island Airport and CZSW Seal Cove Seaplane Base 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 modellers to reference.

21. All pre-flight inspections or model assembly shall be done in the designated area away from the active modelling area.
22. Batteries shall not be connected to electric-powered models unless the model is restrained in the designated start-up area – no exceptions.
23. The direction of launches, take-off landing, and vehicle traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc., shall be determined by the pilots present.
24. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
25. No flying behind the flight line or in NO FLY zones, All turns after takeoff are to be away from the pit or spectator areas, and no flying is to be done over the pit, or within 30m of spectator, or parking areas.
26. Announce takeoffs, landings and dead sticks so others may clear the way, Landing aircraft have unconditional right of way. After landing aircraft shall clear the runway as soon as possible.
27. No aircraft will be taxied back to the pit area. Shutdown is to occur at the taxiway entry.
28. Notify all pilots before walking onto or crossing the runway. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
29. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.
30. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
  - a. If cloud is present below 750' above the model flying area (1000'msl).
  - b. A horizontal visibility requirement of less than 1nm 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 Container Port Cranes 1.5nm south, flying is normally permitted.
31. Visual observers are mandatory at our site. The following are club procedures for ensuring full scale aviation safety:

- a. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to helicopters arriving or departing the CBR8 helipad west of our site.
- b. When any member or other person spots a full-scale aircraft that might come near the site, they are to yell out “AIRCRAFT” in a loud voice.
- c. 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 aircraft is no longer in area, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.
- e. All other club members present must keep unnecessary ambient noise to a minimum.

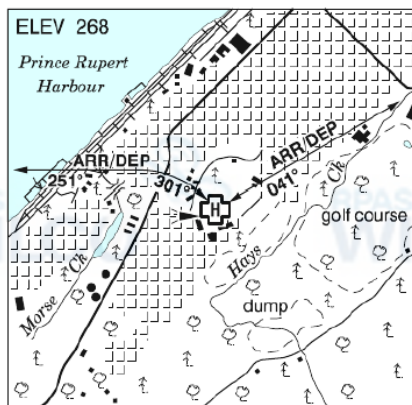
### Adjacent Aerodromes

NCRCF operates within 3nm of **four** aerodromes as listed in the CFS or CWAS and is required to provide all members with the following information:

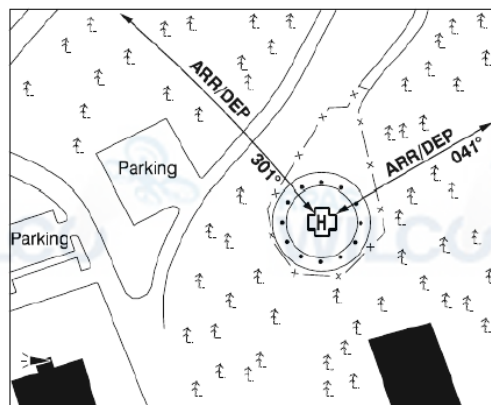
32. **CBR8 (Hospital Heli Pad)** is located 0.09 nautical miles South West. The aerodrome is a private Helipad run by Northern Health to service Prince Rupert Regional Hospital. It sees light traffic from zero to 4 flight a day of local Medivac Helicopter.

- a. The published arrival and departure path track is 041 deg which passes directly over our site – **EXERCISE CAUTION**.
- b. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- c. The club executive has contacted the operator (OPR) of CBR8 (April 28 / 2023), and they have expressed no issues with our mRPAS site at Ecole Roosevelt Elementary School Ball Park.
- d. **In the event of a “fly-away” towards CBR8**, you may call the aerodrome operator at 250-622-6262 and advise them of the issue.

**PRINCE RUPERT (HOSP) BC (Heli)**



**CBR8**





**33. CBF6(Seal Cove Heliport) 2.23 nautical miles North East**

- a. The arrival departure path remains clear of our site.
- b. there are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- c. In the event of a fly-away contact Seal Cove Airport Society at 250-624-2321

**34. CZSW (Seal Cove Seaplane Base) located 2.27 nautical miles North East:**

- a. The arrival departure path remains clear of our site.
- b. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- c. In the event of a fly-away contact Seal Cove Airport Society at 250-624-2321

**35. CAN6 (Digby Island Float plane Dock) 2.7 nautical miles West:**

- a. The arrival departure path remains clear of our site.
- b. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- c. In the event of a fly-away contact Prince Rupert Airport Society at 250-624-6274

**Emergency Procedures**

36. 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.

37. There are no other risk mitigating strategies required at North Coast RC Flyers Club.

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

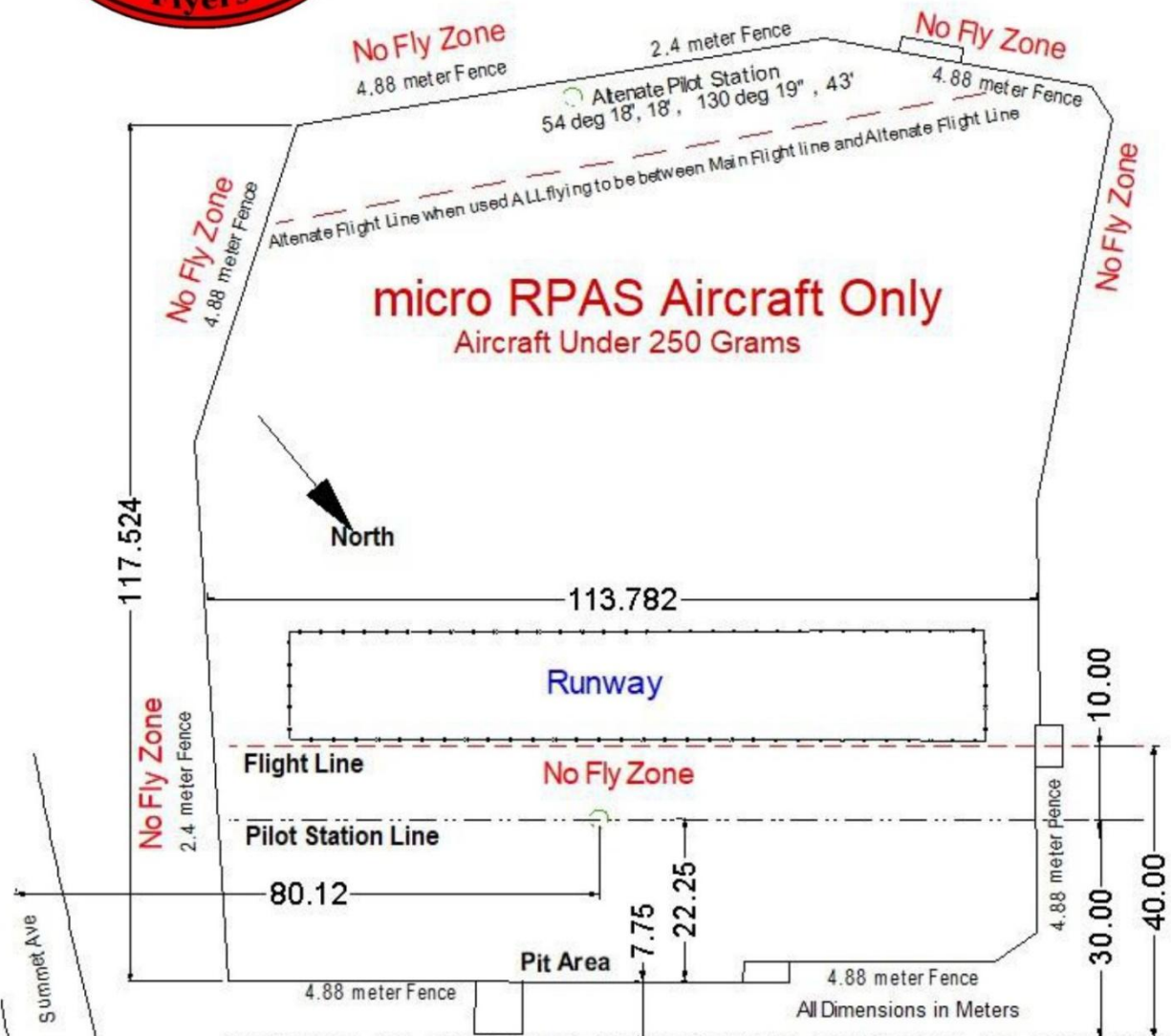
Site Diagrams:





# Roosevelt Ball Field North Coast Radio Control Flyers

Prince Rupert B.C. micro Electric Flying Site

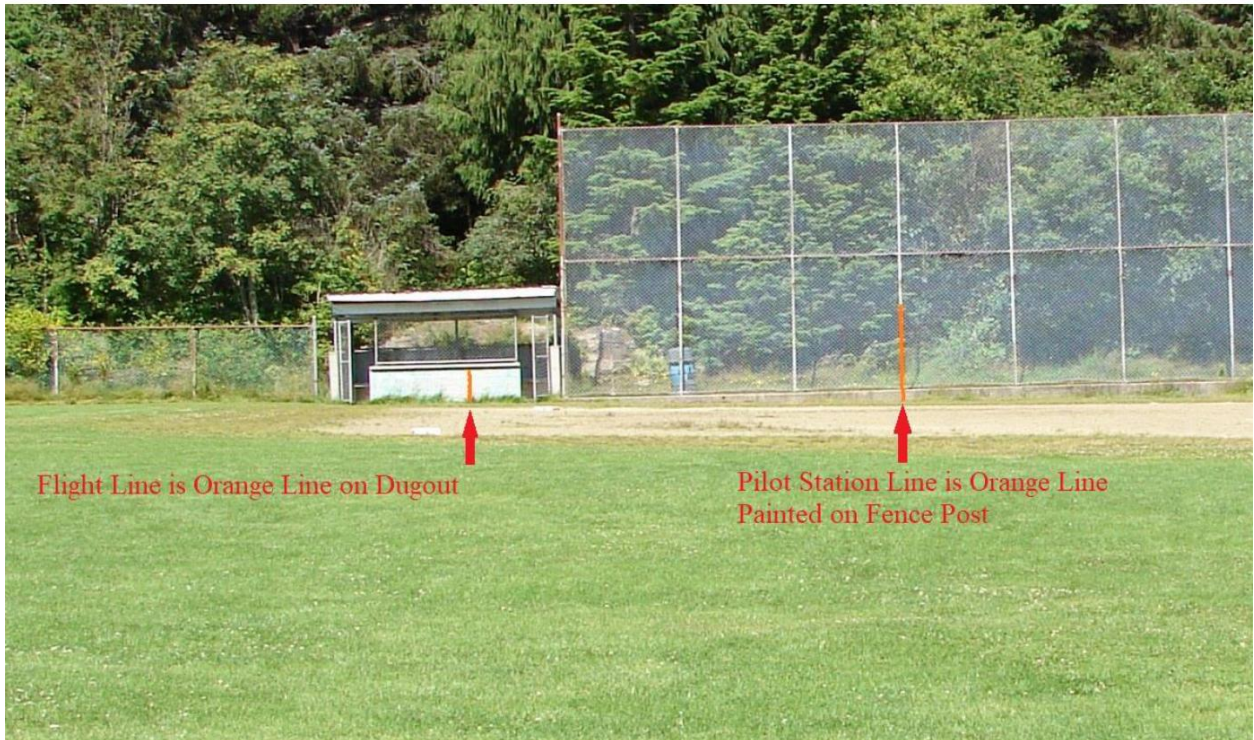
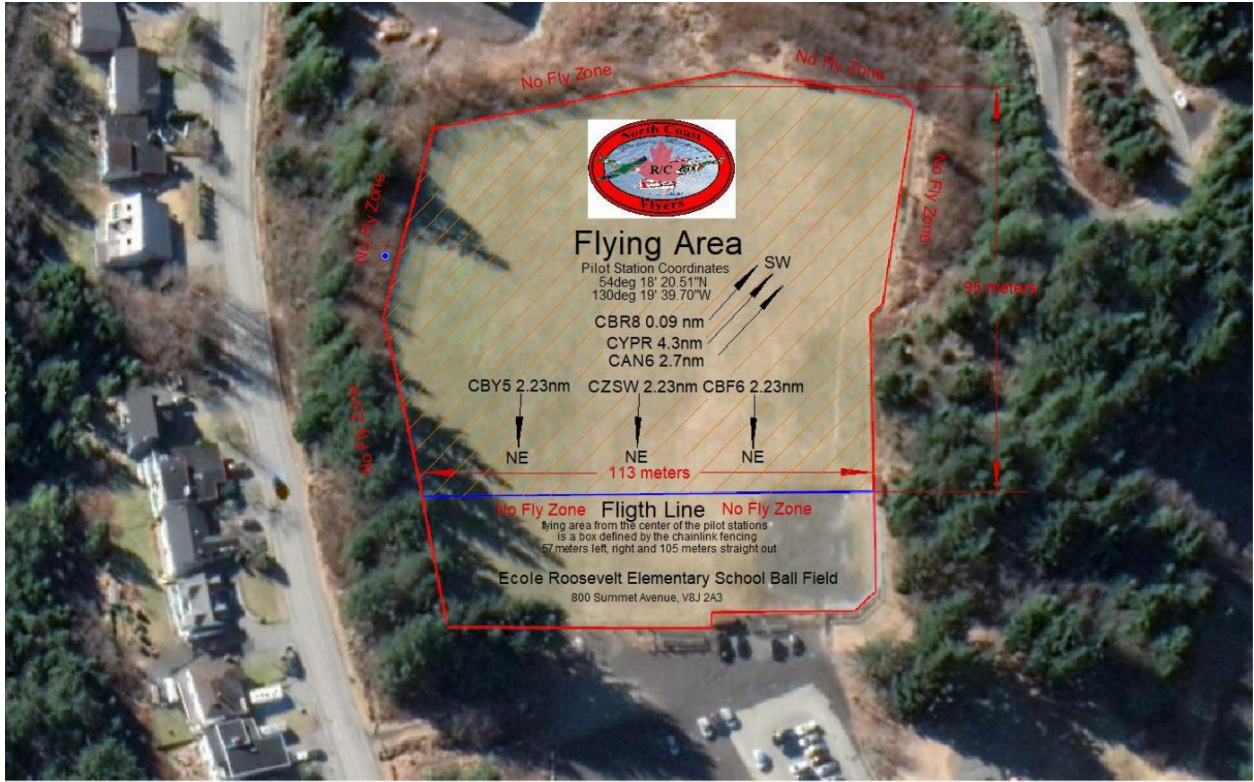


Pilot Station Coordinates  
54deg 18' 20.51"N  
130deg 19' 39.70"W Class G Airspace  
Club Emergency Contact  
Doug Wittchen (778) 884 3383

From Pilot Station  
Distance to Airport "YPR" 7.81km  
Distance to Hospital Helipad 173 meters  
Ecole Roosevelt Elementary School Ball Field  
800 Summit Avenue, V8J 2A3



North Coast RC Flyers - Roosevelt Ball Field



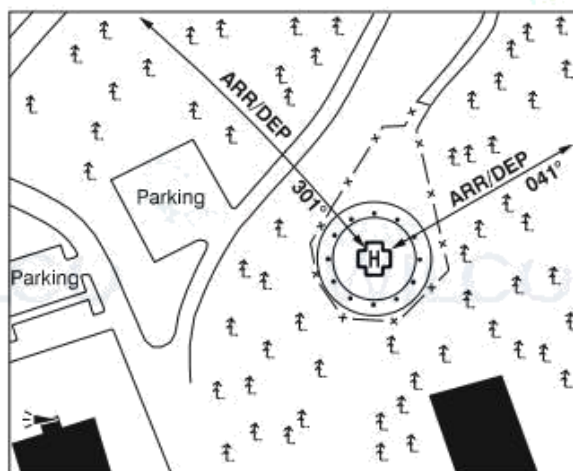
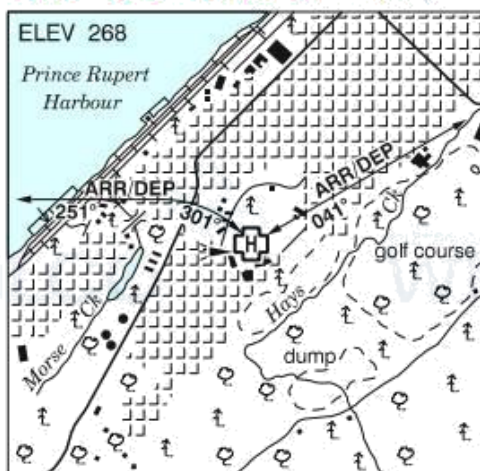


BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

PRINCE RUPERT (HOSP) BC (Heli)

CBR8

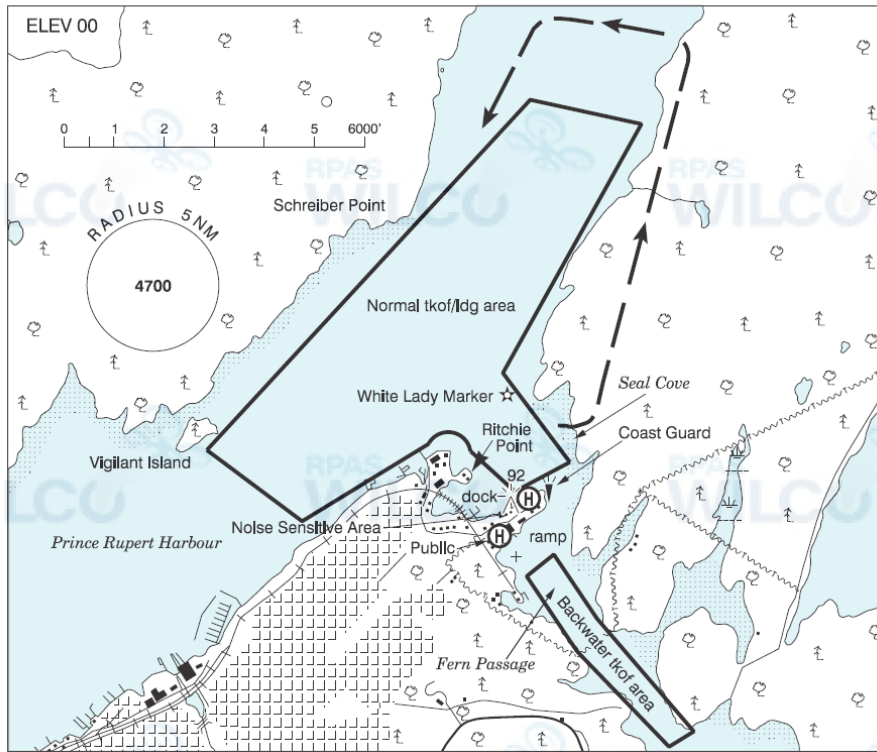


<b>REF</b>	N54 18 19 W130 19 48 Adj 19°E (2013) UTC-8(7) Elev 268' A5013
<b>OPR</b>	Northern Health Authority 250-622-6262 Cert PPR
<b>PF</b>	B-1,2,4, C-3,5,6
<b>FLT PLN</b>	
<b>FIG</b>	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
<b>HELI DATA</b>	FATO/TLOF 86' dia CONC/ASPH Safety Area 115' dia Max heli overall length 57.4' (CAR 602.96)
<b>LIGHTING</b>	RW(LO) green ARCAL-123.2 type J
<b>COMM</b>	<b>RCO</b> Pacific rdo 123.275 (FISE) 126.7 (bcst) <b>MF</b> tfc 122.5 irregular shape see Prince Rupert VTPC 3100 ASL (CAR 602.98)
<b>PRO</b>	Arr/dep 301° to 251° fr heli and 041° fr heli. All slope 8% (H3) day/night use. (CAR 602.96). See Prince Rupert VTPC. ARRIVAL: Rpt by inbd call-up pt on tfc freq and advs routing and destn. Remain on tfc freq until landed. DEPARTURE: Advs obd rte and remain on tfc freq until clear of inbd call-up points.
<b>CAUTION</b>	Trees to 100 AGL both sides of 045° flight path.

North Coast RC Flyers - Roosevelt Ball Field

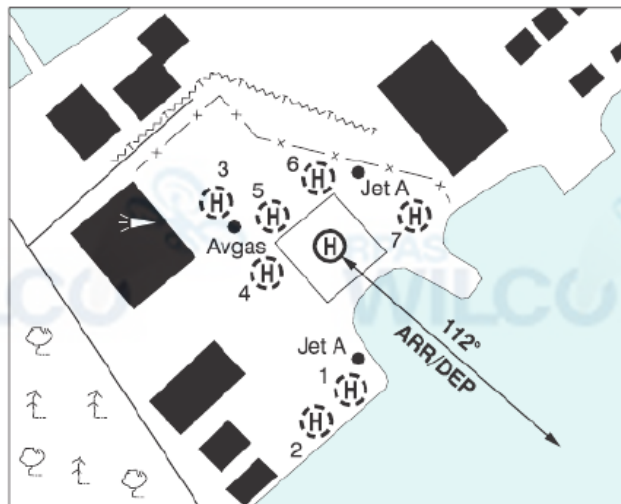
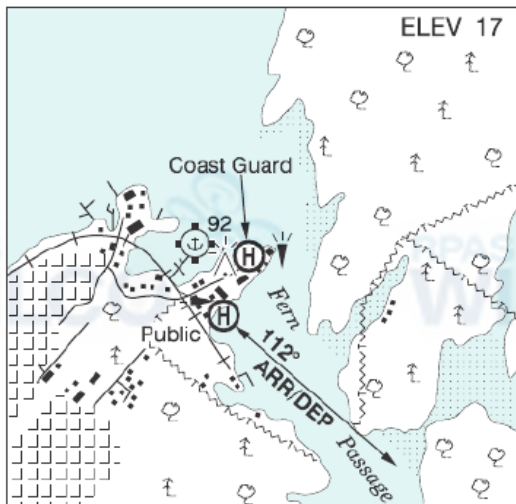
PRINCE RUPERT / SEAL COVE BC

CZSW



PRINCE RUPERT / SEAL COVE (PUBLIC) BC (Heli)

CBF6



<b>REF</b>	N54 19 47 W130 16 45 Adj NE 19°E (2013) UTC-8(7) Elev 17' A5013
<b>OPR</b>	Seal Cove Airport Society 250-624-2321 Cert

# 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 (UNCOM), 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 (ORONLY) or no radio (NORADIO).

## 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 (AAL). All radio-equipped aircraft must monitor a common designated frequency.

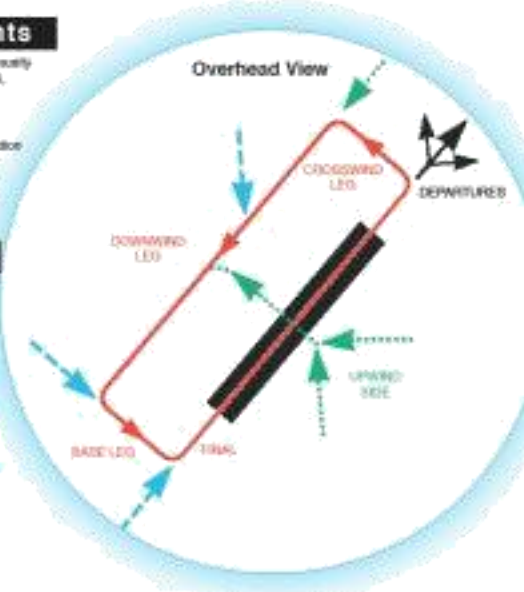
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement (CFS)* for current information.

## 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 Regulations (CARs) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the right paths indicated in blue.



**MF/ATF Communications Procedures (See TC AIM 4.5.7)**

Note: If your aircraft is radio-equipped, it is recommended that the same radio 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 transiting area: (CAR 602.96)**

- Report intentions and maintain listening watch prior to entering the transiting area.

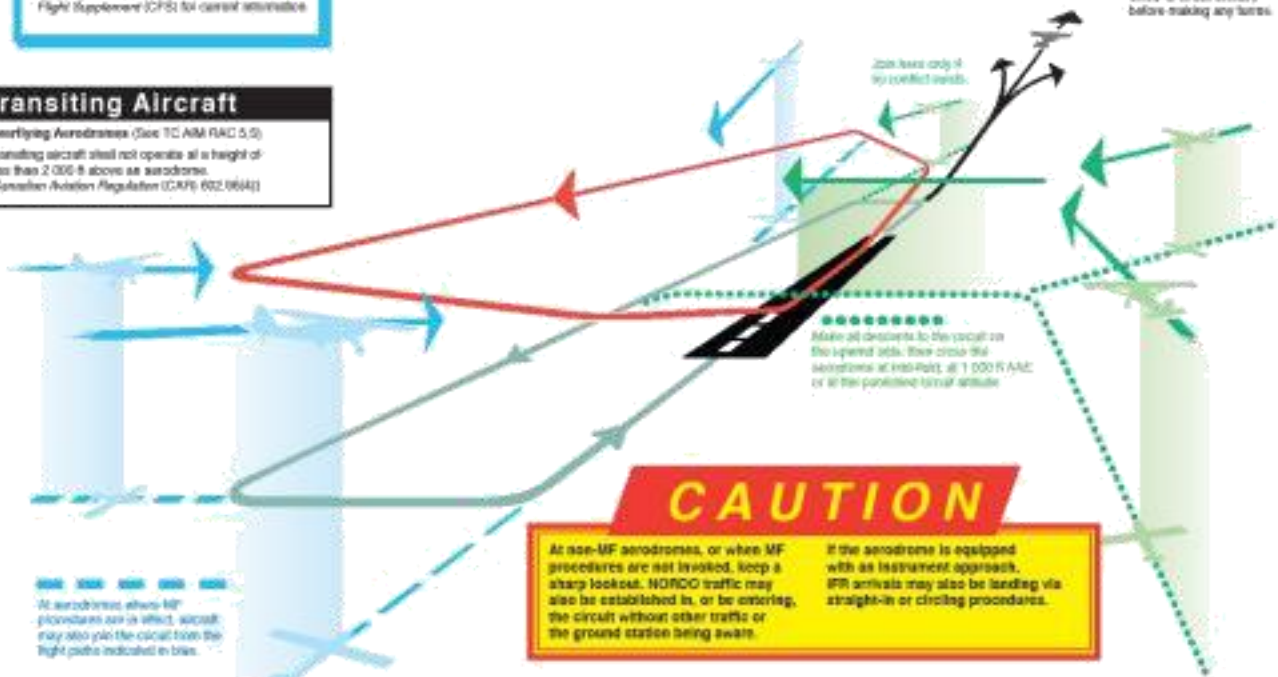
**Departure: (CAR 602.100)**

- 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.

**Circuit: (CAR 602.100)**

- 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**  
Clear to circuit altitude before making any turns.



**CAUTION**

At non-MF aerodromes, or where MF procedures are not invoked, keep a sharp lookout. NORADIO 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. Check VTC AIM (TP 1457D) and the CFS for the latest information.