Minature Aircraft Society of Truro
George Lacey Field
Site Rules 2024

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Club: Minature Aircraft Society of Truro (#50, Zone B)
Field Name: George Lacey Field
Location: 253 Marshland Drive, Truro, Nova Scotia
Pilot Station Coordinates: 45 22' 40"N, 63 17' 37"W

Contact(s): Jim Sutherland, President, MAAC #81928, ve1jds@gmail.com, 902-890-4146

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of MAST or an invited guest of MAST and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Guests and spectators are not allowed to enter the pit area or pilot stations on the flight line
2. There will be a pilot briefing before the start of any event.
3. It is strongly suggested that if you fly alone – you should have a cell phone with you.
4. These rules will be updated and reviewed by the MAST Executive board as required.

Site/event emergency response requirements

In the event of an emergency, call (9-1-1 or phone number) - the site address to be provided to first responders is 253 Marshland Drive, Truro, NS

1. ABC Fire extinguishers and First aid kit will be available at the picnic table shelter directly behind the Pit area

Modelling Rules

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400'agl

RPAS	25kg or less	400'agl/1700'***
Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Less than 25kg	400'agl
RPAS Altitude	Less than 25kg	1700'agl ***
RPAS Altitude and Weight	*Not approved*	
Permanent Event Approval		
RPIC		

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements – RPAS operating below 400' agl do not require any special CAR restrictions
3. Club/Site/Event requirements – The club has no specific requirements.
4. MAAC Add-on requirements – RPAS pilots operating over 400' AGL must comply with the MAAC/SFOC RPAS requirements listed in the add on section. ALL event visitors must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight**. Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other qualification requirements for other modelling categories.
4. MAAC Add-on requirements – All RPAS pilots operating an RPA above 400'agl must have an Advanced RPAS operator certificate, or be operating under the direct supervision of another person in accordance with any Transport Canada or MAAC provisions

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - RPAS operations below 400' agl do not normally require crew.

3. Club/Site/Event requirements - Spotters shall be used for any non-public events where non-club members are present. Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements - A Visual Observor with at least a Basic RPAS certificate is mandatory for all RPAS operations 400'agl or above.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory when operating at 400' or above**, or at other times under the MAAC SFOC. When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
   e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
   f. When operations above 400' agl are planned, the VO shall be assigned VHF radio monitoring duties (CEH9 ATF 123.0). Under no circumstances shall pilots flying RPAS monitor their cell phones for ATC coordination.

2. These rules ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
   a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
   b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
   c. Upon hearing this command, all pilots shall descend to as low an altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
   d. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
   e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
   f. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site is in uncontrolled airspace – an Air Boss is not required

RPIC – RPAS Pilot in command

Not approved at this site.

Instructors/Demo flights

If test flying a new aircraft, or confidence and/or experience is low, an assistant should be used.

Spotters

If there is a possible conflict, such as a mix of helicopter and fixed wing, or someone practicing IMAC or such, with normal flying, a spotter must be used.

Airspace requirements or permissions

This site is wholly in uncontrolled Class G airspace – no airspace permission is required to operate in the approved flying area regardless of altitude flown.

CYR747 Truro, NS is a restricted airspace volume located 1nm south of this flying site. No member shall knowingly or willfully permit their RPA to enter this airspace volume. See the attached maps and fly-away provisions under emergency procedures.

Adjacent Aerodrome Procedures (within 3nm)

This site operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information

1. The aerodrome's name is Truro NS Colchester Health Center (Heli) CEH9 and it is located 1.78 nautical miles SSW of the modelling site. The aerodrome is a certified Hospital Heli-Pad.
2. There are no CFS RPA procedures and no CFS PRO comments that affect our modelling site.
3. As this is a certified heli-port, no member shall knowingly or willfully operate an RPA within 1nm unless in possession of an advanced RPAS Certificate, and MAAC has otherwise approved a flying area within that distance from CEH9.
4. In the event of a "fly-away" towards CEH9, you may call the aerodrome operator at 902-893-4321 and advise them of the issue.
5. MAST club members should check for CEH9 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.
6. The club executive has contacted the operator (OPR) of CEH9, and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for **CEH9 or CCQ3** using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (BKN or OVC) estimated at 1000'agl if the altitude is less than 400', **or less than 1000' above any higher approved altitude to a maximum of 1700'**, and
   b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and an estimated horizontal visibility of 3sm (5km) or more around the flying area, and

c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – there is no aviation weather available for this site so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
   a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
   b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
   c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
   d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the Truro weather channel time to determine legal night.

5. Only three (3) aircraft are allowed in the air at any given time. Pilots will stand in the designated pilot spots behind the forward barrier. This may be waived for a special event, if approved by an Executive and co-ordinated, with rules or understandings in place. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached map for the normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances

7. A range test will be carried out at the start of each session. A Pre-Flight Checklist will be carried out before taking off for each and every flight.
   a. Transmitters that are not 2.4 GHZ spread spectrum, will use the frequency impound and channel strip, and will be responsible to ensure that they or others not on 2.4 GHZ, will not conflict.
   b. All RPAS pilots intending to operate above 400 shall complete a RPA failsafe setting check prior to daily flights. This is mandatory in the MAAC manufacturer declaration when operating under the MAAC SFOC.

5. If more than one aircraft flying, always announce your intentions, such as "on the field", "taking off from the left", "landing from the right", "low pass", "dead stick", etc.

8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.

9. Refer to the attached map for the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.

10. The following are the site take-off, approach, landing and recovery procedures:

a. Pilots, or their spotter, shall call out all model movements.
b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
c. If taking off an aircraft or launching a towed glider while standing on the runway, once airborne, all participants will move behind the forward barrier, and stand in the designated pilot spots.
d. If more than one aircraft flying, always announce your intentions, such as “on the field”, “taking off from the left”, “landing from the right”, “low pass”, “dead stick”, etc.
e. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
f. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
g. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Emergency procedures

Fly-away or lost link.
This site operates wholly in uncontrolled airspace. The nearest controlled airspace does not warrant specific fly-away procedures.

However, this site is located 1 statue mile **north of CYR747**(r), which is an uncontrolled restricted airspace volume under the authority of the Nova Institution Warden.

Regardless of RPA altitude, in the event of a fly-away, where in the opinion of the pilot the RPA might enter the 1nm exclusion/restricted area, the pilot is to **immediately contact the Warden at 902-897-1750 and advise of the scenario:**

Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
   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 Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
   b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
   c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.

d. This process is for **your** protection.

Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be "field repaired" if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
   a) Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
   b) Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

MAAC Add-ons

RPAS Operations Above 400'AGL

MAAC has conducted an airspace and site review per the SFOC SORA (specific operations risk assessment) and determined the following requirements for members to operate an RPAS above 400' at this site.

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally, above 400'agl is 15+nm southwest (Halifax Class E TA transition area based at 700'agl)).

Controlled airspace vertically over this site starts at 2200'agl (Class E airway and Charlo CAE).

1. MAAC RPA are required to remain 500' below the base of any overlying controlled airspace, therefore **the highest altitude MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities.

There is one aerodrome within 3nm of this site, Truro Colchester Health Center (CEH9 CERT Heliport) located 1.78nm South. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl, the MAST Club shall attempt contact with the aerodrome operator (902-893-4321) to advise of their location and intended operations. The club shall inform MAAC of any additional requirements requested by the aerodrome operator for inclusion in these rules. Failure to establish contact the OPR shall not prevent RPA operation.
2. While operating RPA above 400', **the VO shall be equipped with an aviation radio capable of monitoring the CEH9 Aerodrome Traffic Frequency of 123.0.** There is no requirement to make broadcasts or have an ROC-A. Failure of the VHF radio during operations shall require all RPA to descend below 400' and above 400' operations shall not resume until radio monitoring is accomplished.

Visual Observer (VO) assessment

The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. **At least one VO shall be positioned near the flight line**, within earshot at normal conversational voice levels. If need be, equip the VO with a noise making device to supplement any aircraft warnings.

2. The VO shall be equipped with a VHF radios to monitor CEH9 ATF 123.0
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. Non-essential ambient noise shall be kept to an absolute minimum (generators, music, etc.)

The Club/site/event shall:

1. Ensure a copy of the MAAC SFOC #930344 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. Comply with all provisions of MAAC policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
3. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
   a. Certificates of registration, pilot RPAS certification and recency proof,
   b. Govt issued photo identification,
   c. Manufacturer owner's declaration for each RPA,
   d. An altitude determination declaration as appropriate (pilot or each RPA) and
   e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. Ensure the RPA is operated VLOS only (**no FPV permitted** – including with a spotter) and that it remains within the site approved flying area.
8. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe, or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any responsible persons of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.

2. Anti-collision beacon/light(s) per MAAC policy,
3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

RPAS Operations Above 25kg
This site is not approved for RPAS weighing more than 25kg.

RPAS Operations Above 400'AGL and Above 25kg
This site is not approved for these operations.

Event Approval (Permanent or individual)

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.

2. **Outdoor events that are clearly listed as "member-only" events** regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase**:

   This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **"Advertised events"** - regardless of what you "named" your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

   This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

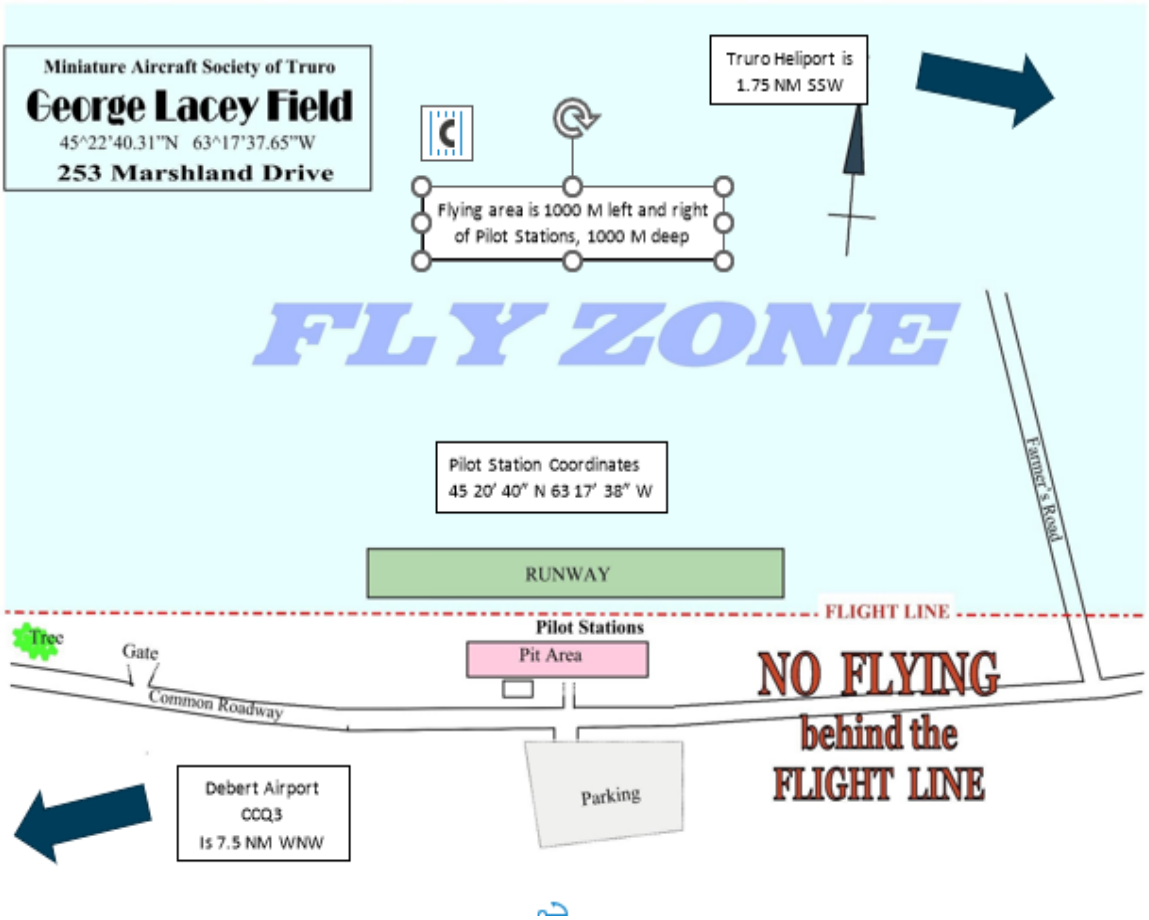
Event Rules
The following are the normally expected process and rules for an event.

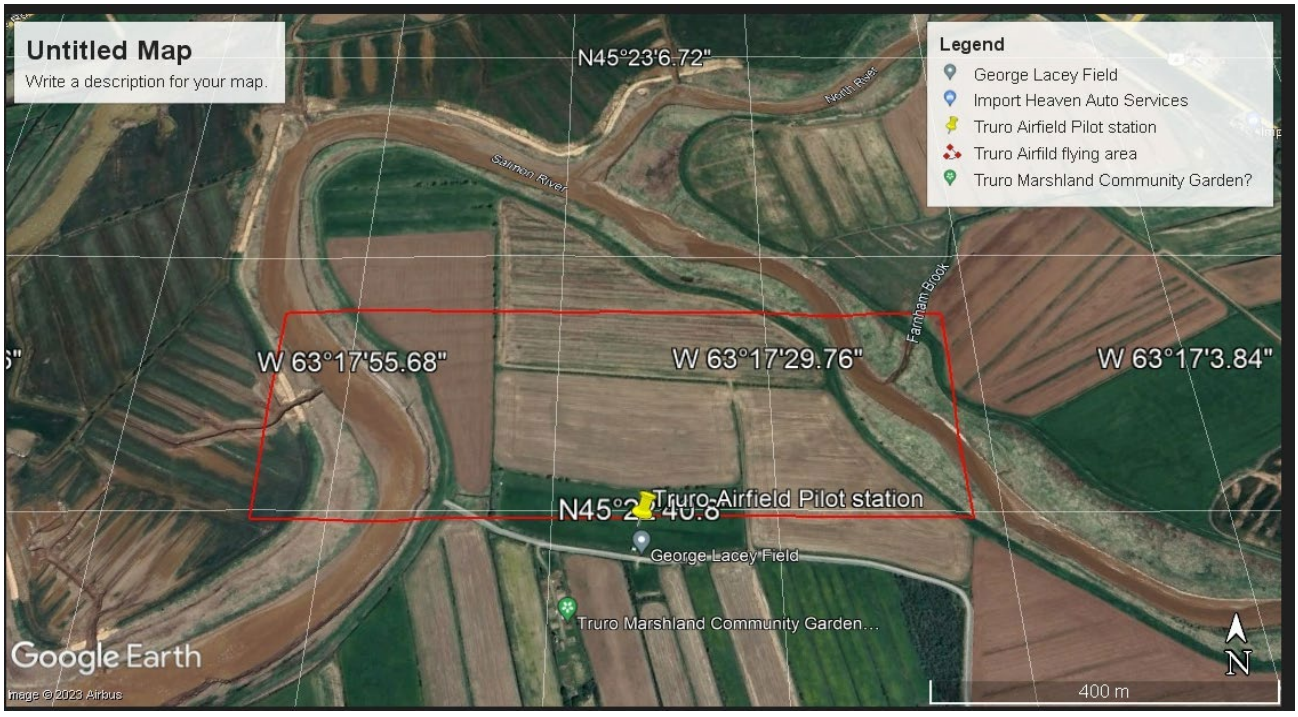
1. The club/event organizers shall:
   a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
   c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
   d) Ensure the MAAC events warning sign is posted for the event.
   e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
   f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
   g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
   h) Site rules:
      - MAAC Safety Code must be adhered to at all times
      - Must be a current MAAC member
      - Must have a current Basic Pilot Certificate
      - Maximum of three aircraft in the air at any time
      - Do Not fly South of the East/West flight line for .5 km in each direction and not more than .5 km North of the flight line
      - Aircraft with I/C or Turbine engines must use the start up area for starting or tuning engines
      - Please use parking area along the fences for your planes, do not leave them on the set up tables.
      - Please state your intentions clearly to other pilots when flying at the pilot stations.

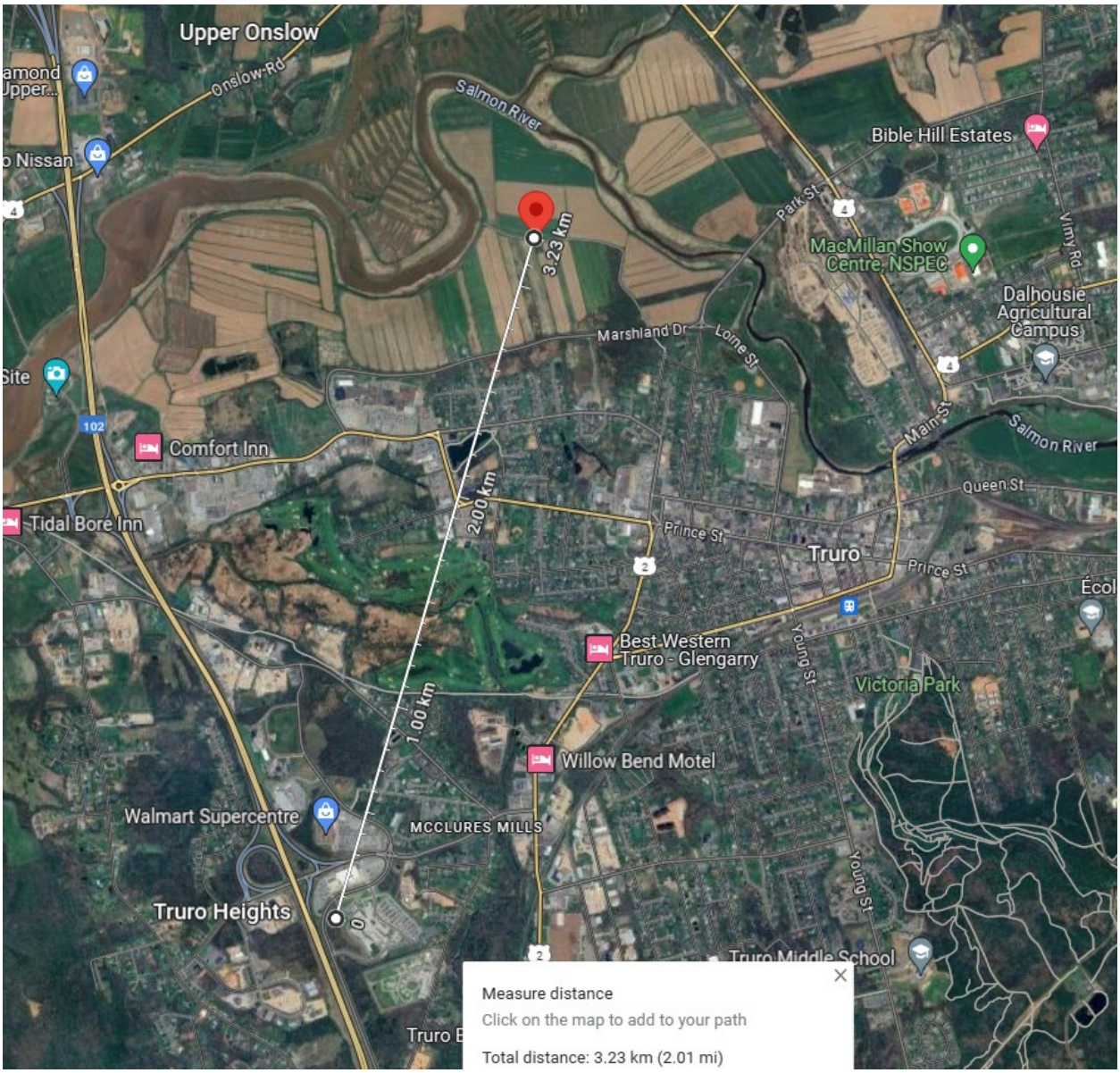
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a) MAAC warning signs are posted at all public entry points.
   b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
   c) All RPAS pilots sign the Transport Canada sign in sheet.
   d) All RPAS pilots receive a briefing on site rules and
   e) A visual observer is always present RPAS are flying.

3. Any member attending an event shall
   a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps – Site set up



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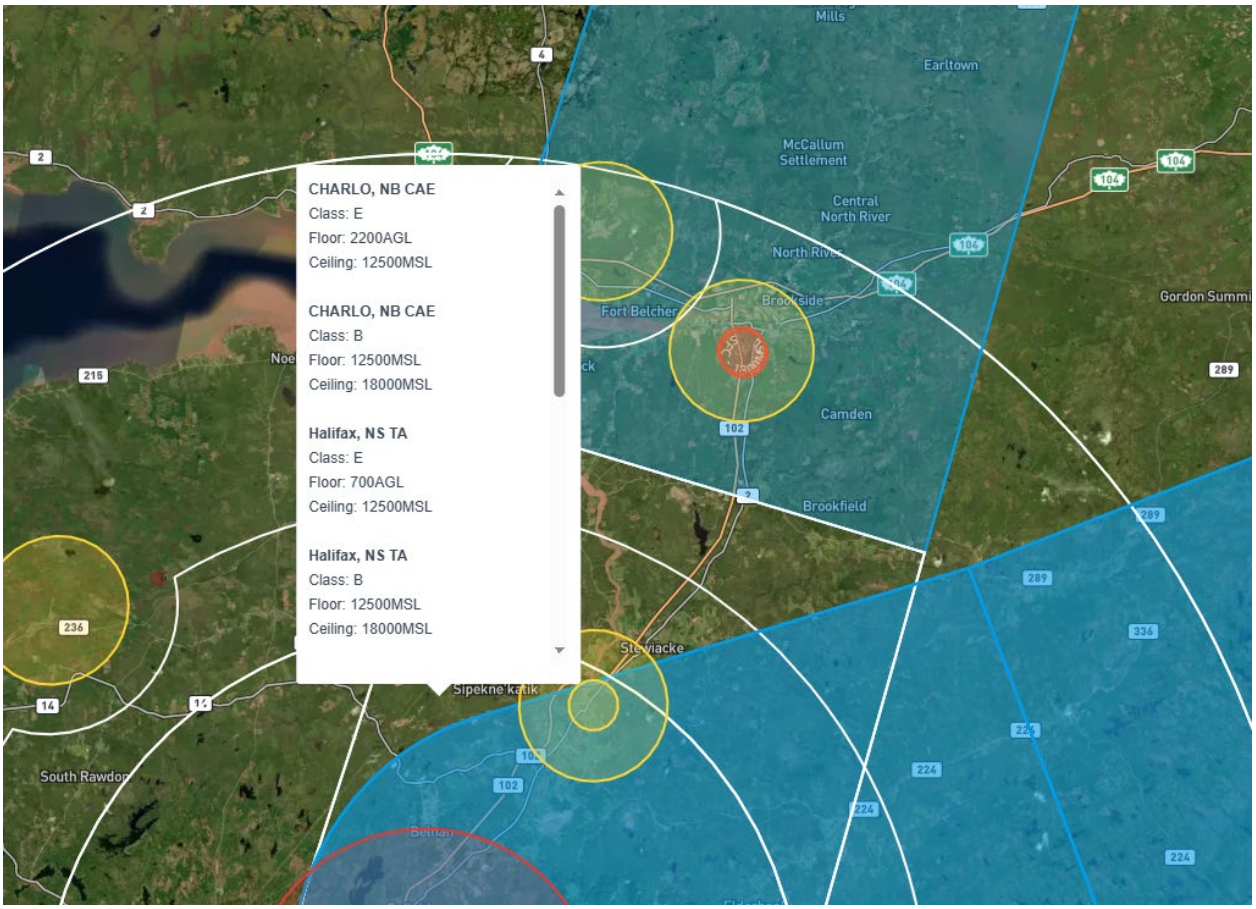
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Central North River
North River
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Brookside
Camden
Brookfield
Gordon Summi
Stewiacke
Sipekne'katik
South Rawdon
Mills


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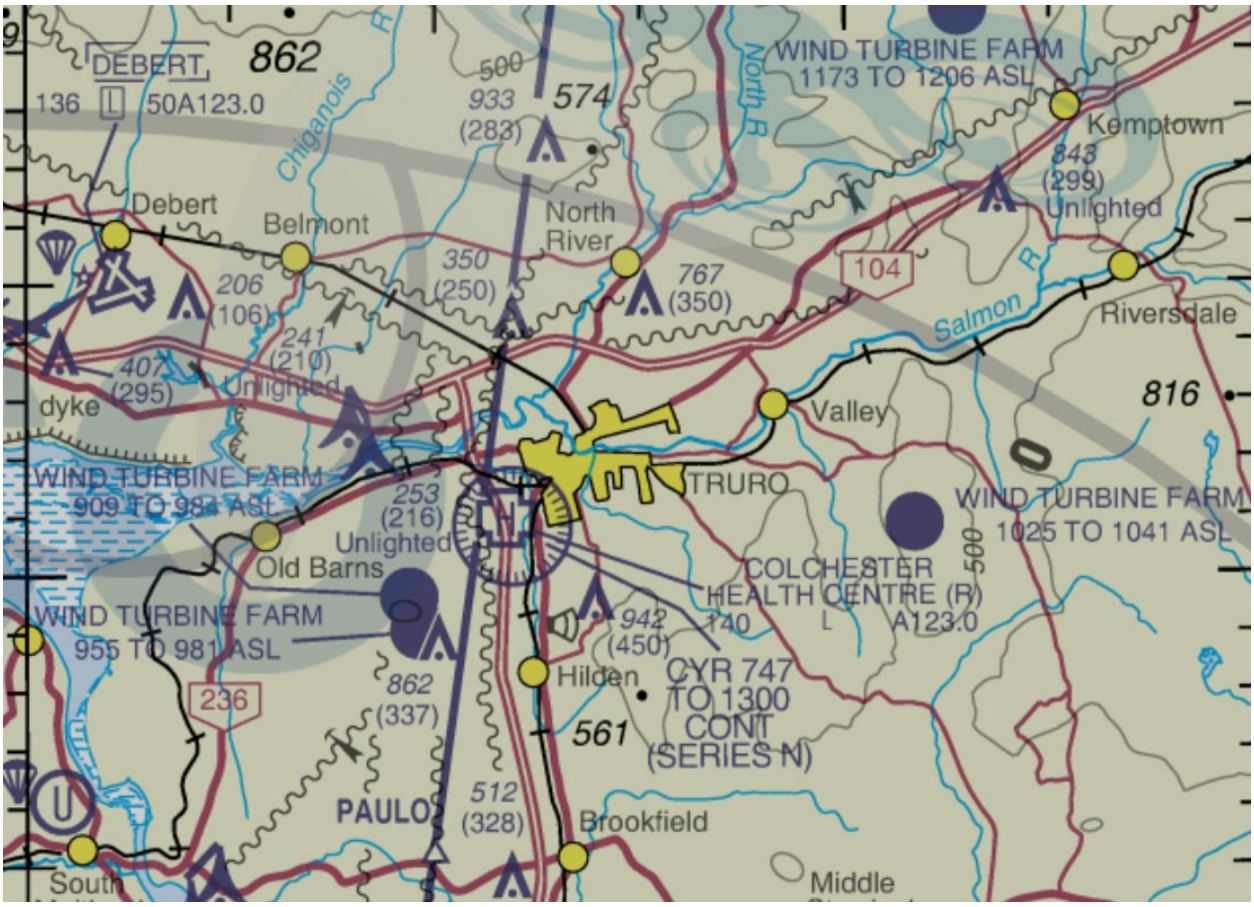
Jungle Jim's
Robie St
Belly Up BBQ & Grill
Frank and Gino's
Prince St
Truro
Smith Ave
Duke St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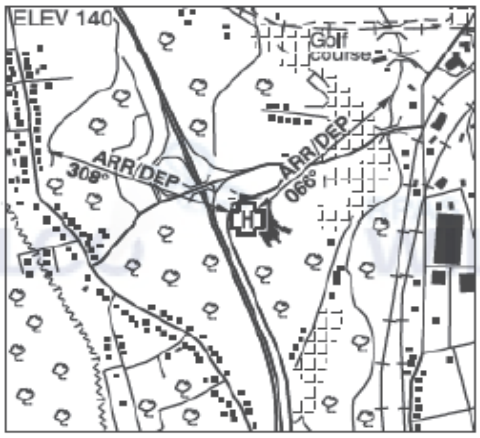
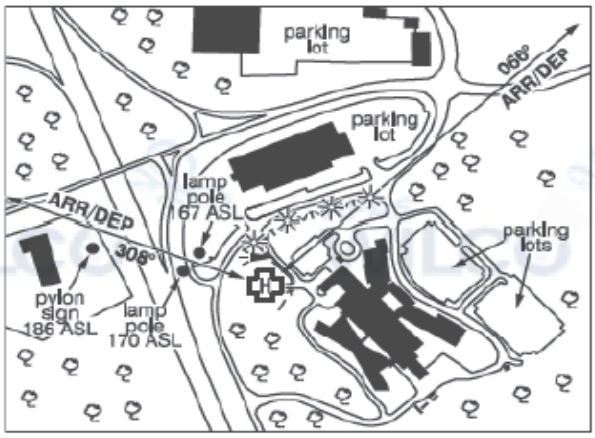
TRURO (COLCHESTER HEALTH CENTRE) NS (Heli) CEH9





REF	N45 20 59 W63 18 20 1.3WSW 18°W (2013) UTC-4(3) Elev 140' A5003
OPR	Colchester East Hants Heal h Centre 902-893-4321; O/T 902-893-5554 ext 42222 Cert PPR
PF	A-1,4 C-2,3,5,6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200
HELI DATA	FATO/TLOF 79' dia ASPH Safety Area 105' Max heli overall length 52.49'
RCR	Opr
LIGHTING	RW(LO) green
COMM	
ATF	tfc 123.0 5NM 2900 ASL
PRO	Arr/dep 066° fr heli, Slope 12% (H2). Arr/dep 308° fr heli (H1).
CAUTION	Heli lies within CYR747 PPR Opr. P-Line N to NE of pad ball marked and lit (portion of P-Line btwn the lit power poles under 308° arr/dep path is buried). Power and lamp poles E of pad marked and lit. Civic centre NE of pad marked with obst lights. Roadway (hosp entry drive) E of heli. Sloped hillside NW of pad. Treed area on embankment, to aprx 55' abv pad elev W of hosp aprx 120' S of pad.

W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!