

**Ottawa Glider Guiders  
Petersen's Field  
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: Ottawa Glider Guiders (#896, Zone G)

Field Name: Petersen's Field

Location: Petersen's Turf Farms,  
2381 Manotick Station Road, Osgoode, Ontario K0A 2W0

Pilot Station Coordinates:

This flying site is located on a sod farm and may be relocated by the landlord as needed. The pilot station coordinates for the fields usually assigned (see Figure 2) are:

North	45° 12' 2.6" N, 75° 34' 54.8" W
Lone Pine	45° 11' 54.6" N, 75° 35' 0.4" W
East	45° 12' 0.2" N, 75° 34' 47.7" W
South-West	45° 11' 25.9" N, 75° 34' 55.4" W
South-East	45° 11' 35.4" N, 75° 34' 34.1" W

RPAS Wilco central survey 0.6nm radius 45° 11' 54"N, 75° 34' 49"W

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Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of Ottawa Glider Guiders, or an invited guest of Ottawa Glider Guiders 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. Any spectators are to be instructed to remain in the parking area and not to move onto the flying field whenever flying is in progress.
2. All parking on Petersen’s land shall be limited to the area indicated on the site layout diagram. Extreme care must be taken not to cause any harm to the cultivated turf areas: this includes avoiding using the field whenever the grass is visibly dry and stressed, when it is frozen or when requested by a member of Petersen’s staff.
3. While flying at OGG fields, members shall display the MAAC Warning Sign, which reads: **“WARNING! Aeromodelling may cause serious injury. Proceed at your own risk.”** Members shall locate the sign at an automobile in the parking lot or on the field near the parking lot so that it is visible to anyone venturing onto the field. Copies of the MAAC Warning Sign are available from the President or Vice President. A copy of the warning sign is presented on the last page of this document.
4. When a contest or other event is taking place, the Contest Director or event coordinator must ensure that visiting pilots are briefed on these rules. They are also to be made aware of the location on the Club’s Web site where the rules are posted.
5. These rules shall be reviewed and updated annually or whenever:
  - a. The field owner requests a change in the way the field is used, or
  - b. A situation arises that indicates the need for a change for reasons of safety or other operational requirements.

**Site/event emergency response requirements**

**In the event of an emergency, call 9-1-1 – the site address to be provided to first responders is: Petersen’s Turf Farms, 2381 Manotick Station Road, Osgoode, Ontario.**

There is no storage for any emergency response items such as fire extinguishers, first aid kits or similar on site. Pilots are advised to carry such items in their vehicles to ensure that they are available if they should be needed.

**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
Tethered (Control-Line)	Not approved	
Free flight	2kgs or less	400’ agl
Space Models	Not approved	
Surface Vehicles		

**MAAC Approved Site Add-ons**

This site has not been approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Not Approved	
RPAS Altitude		
RPAS Altitude and Weight		
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 –There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements -
  - a. All models shall be unpowered, rubber-powered or electric-powered – no internal combustion engines are allowed.
  - b. 72 MHz radio systems are not permitted on OGG fields to prevent interference with or from other nearby clubs.

**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.

**CREW qualifications or requirements.**

1. mRPAS requirements - NONE.
2. RPAS CAR requirements - none.
3. Club/Site/Event requirements – There are no club requirements for spotters other than the timers required for thermal duration events.

**Crew Rules**

**Visual Observers**

1. Visual observers (VO) are optional. 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 which are to be followed upon observing a potential conflict with full-scale aircraft.
  - b. A minimum of one visual observer per flight line is present.
  - c. The VO scans the surrounding sky for approaching full-scale aircraft rather than concentrating their attention on the airborne RPAS.

- d. The VO is positioned such that their view of the sky is not obstructed and their proximity to the pilots/modellers is sufficient to provide reasonable communication with them. (Sitting in the shade beside a tent, camper or other structure is not acceptable.)
  - e. Visual aids are used as required, for example sunglasses, wide brim hats, sunshades, binoculars or similar and unless suitable notification means such as air horns, lights, radios etc. are used if the VO is positioned far from the pilot stations.
2. The rules state the proper response of any modeller/RPAS pilot upon detection or notification of an approaching full-scale aircraft in the air or on the ground, including conditions for suspension or resumption of flying activities. 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 (ATC or otherwise) 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 command their models/RPAs to descend to as low an altitude as safely possible, and if required guide their models/RPAs to a safe landing. 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. **IF ATC or their delegate, has given a stop flying order, guidance or similar, flying shall not resume until permission to do so is obtained from ATC.**
  - f. 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”.
  - g. 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

#### **Instructors/Demo flights**

Demo flights and instruction must be approved by a member of the Club Executive and must respect all other rules.

#### **Spotters**

Club/Site/Event requirements – There are no club requirements for spotters other than the timers required for thermal duration events.

#### **Airspace requirements or permissions**

This site is wholly in uncontrolled Class G airspace – no airspace permission is required.

1. The nearest controlled airspace vertically is Class C TCA at 1500' msl (1185'agl). The nearest controlled airspace laterally from the central survey coordinates is CYOW Class C Control Zone 1.3nm

NW. The most northerly tip of the North Field flying area (see figure 2) is 45° 12' 25.9" N, 75° 34' 43.8 W which is approximately 1.0 nm from the edge of controlled airspace. **See emergency fly-away procedures.**

### **Adjacent Aerodrome Procedures (within 3nm)**

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

The nearest full-scale aerodrome is the Rideau Valley Air Park located ~6.5 nautical miles SSW of the OGG pilot stations. Ottawa International Airport is located 8.3 nautical miles NW.

The nearest RC club site is the Ottawa Valley Jets, roughly 1.4 nautical miles S of the OGG pilot stations. See Figure 3: Map showing Nearby Aerodromes and Model Flying clubs below

### **Normal mRPAS/ RPAS/model operating procedures**

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for CPL3 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 or below 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 OGG Petersen's Field 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. Night flying is not allowed at Ottawa Glider Guiders Club. Members shall use the City of Ottawa weather channel time to determine legal night.
5. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

6. See Figure 2 Petersen's Field Layout below for 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 which are as follows: 7m flight line to pilot stations, 10m to pits, 30m to spectator and parking. This layout is used for all locations at this site.
  - a. This flying site is located on a sod farm and may be relocated by the landlord as needed to accommodate farm and harvest operations.
  - b. The pilot stations may be relocated various sites in the general vicinity on the property, provided the flying areas remains within 0.8nm of  $45^{\circ} 11' 54''$  N,  $75^{\circ} 34' 49''$  W. Any flying area(s) that protrude in whole or in part outside the approved radius are not permitted.
  - c. This same layout will be used regardless of where on the property the flying site is.
  - d. See figure 1 Usual Flying site locations on Petersen's Field for the field most likely to be assigned by the landowner. The pilot stations are shown as red bars and the flying areas are shown in blue. Note that the most northerly tip of the NORTH FIELD flying area is at:  $45^{\circ} 12' 25.9''$  N,  $75^{\circ} 34' 43.8$  W (45.2072, -75.57882). This is approximately 1.0 nm from the edge of controlled airspace.
7. Before the first flight of the day each RPAS shall be checked for proper operation of all control surfaces and adequate radio range. All model assembly shall be done in the designated pit area.
8. All powered models shall be restrained before being armed or started in the designated startup areas. Batteries shall not be connected to electric models unless the model is restrained.
9. See Figure 1 below for the layout of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line and other pertinent flying area demarcation.
10. Members may fly here provided that the owner has not closed the field due to the condition of the turf or for any other reason, and provided that no harvesting, mowing, irrigation or spraying operations are in progress.
11. The following are the site take-off, approach, landing and recovery procedures:
  - a. Gliders have priority. Other model types may be flown at times when no gliders are being flown. Pilots shall land their models promptly whenever gliders are ready to be flown.
  - b. Pilots, or their spotter, shall call out all model movements.
  - c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
  - d. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
  - e. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
  - f. 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.

## Non-RPAS Normal Modeling procedures

### Free Flight model operations

#### **Aviation safety**

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site. Airline traffic heading to and from Macdonald-Cartier International Airport may pass over the flying field but should be well above our site. However, light aircraft and other small manned aircraft may also approach the flying field from time to time at a much lower altitude and demand vigilance every time a model launch is planned.
  - a. Prior to launching/releasing any model, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied there is a safe launch window.
2. No free flight model aircraft operations will occur below the site mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
  - a. If cloud is present below 1000' above the model flying area (**above max free flight expected altitude**)
  - b. a horizontal visibility requirement of less than 3sm around the modeling area, and
  - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft **or bystanders difficult**.

#### **Public safety**

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
2. MAAC "spotters" are optional at this site. The following are site procedures for ensuring by-stander safety:
  - a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
  - b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
  - c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

#### **Member safety**

No FF model shall be launched whenever RPAS flying is, or is about to be, taking place.

#### **Spectator safety**

The MAAC safety code requires FF aircraft to be launched 40m downwind from any spectators. This is sufficient to ensure spectator safety at this site.

## Emergency procedures

### **Fly-away or lost link.**

This site is in uncontrolled airspace – for fly-aways south, west or east ATC notification is not needed.

**For fly-aways in a northerly direction**, if in the opinion of the pilot the RPA has sufficient ability to enter the CYOW Controlled airspace (red area on map), the pilot **shall notify CYOW ATC Tower at 613-248-3814**.

### **Incidents or Accidents**

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** - not approved

**RPAS Operations Above 25kg** - not approved

**RPAS Operations Above 400’AGL and Above 25kg** - not approved



### **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.
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 whenever 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

Figure 1: Petersen's Field Layout

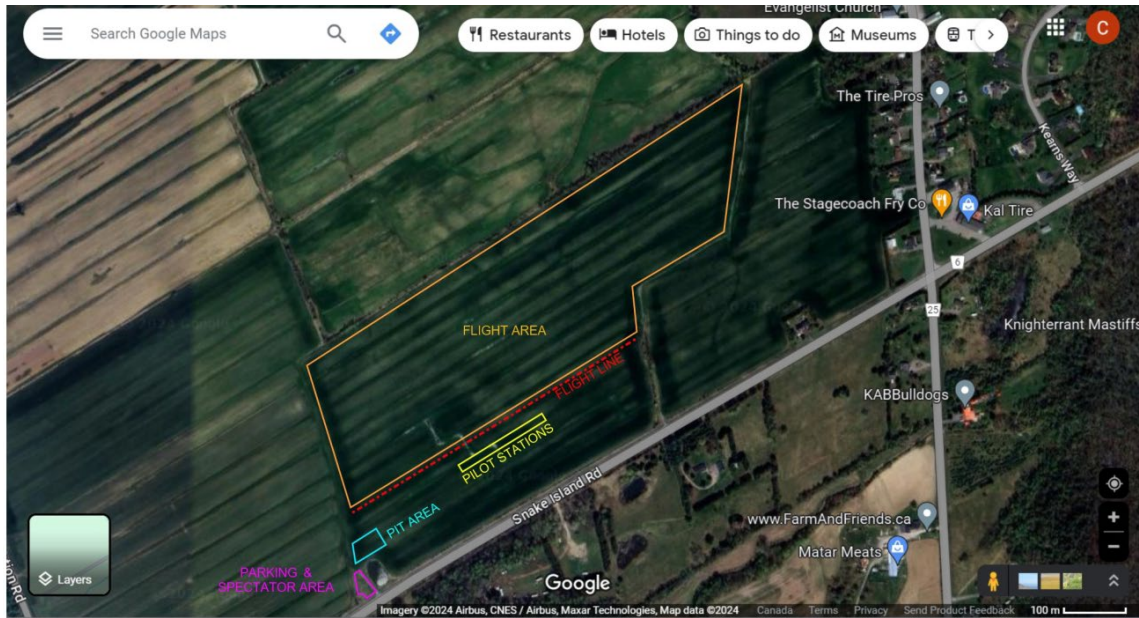
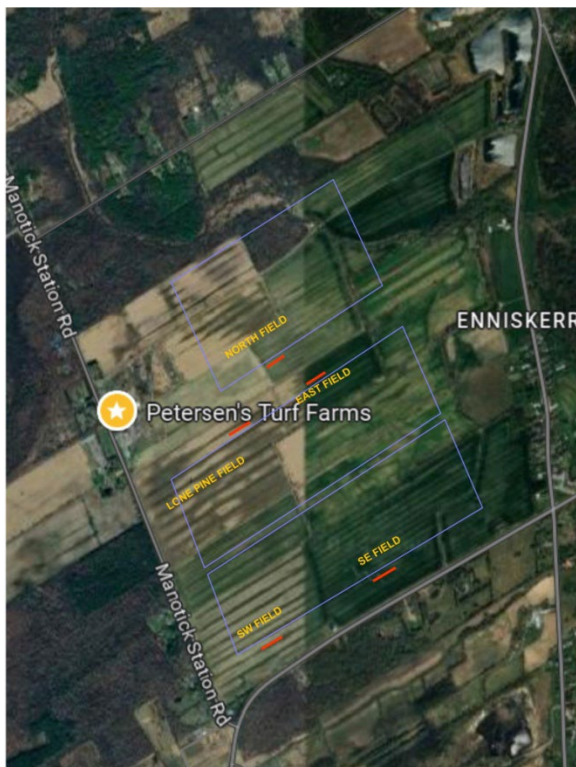


Figure 2:

a) Assigned Field locations at Petersen's



b) 0.8 nm radius around central point

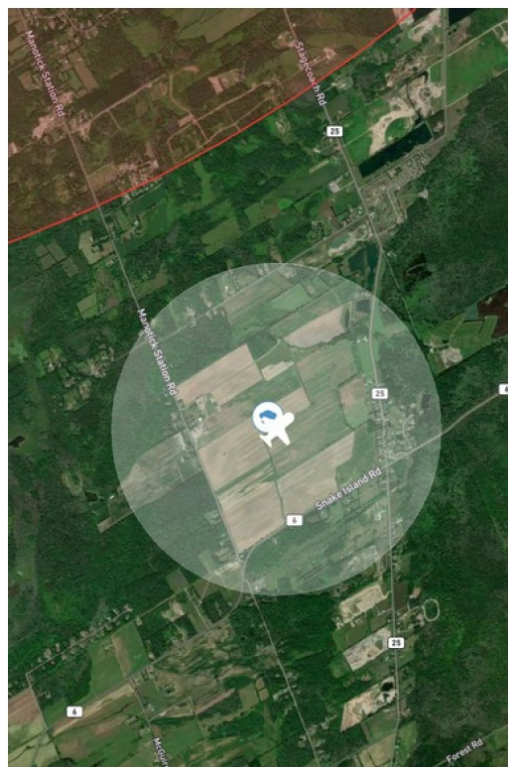


Figure 3: Map Showing Nearby Aerodromes and Model Flying Clubs



**WARNING!**



**AEROMODELING  
MAY CAUSE  
SERIOUS INJURY!**

**PROCEED AT  
YOUR OWN RISK!**

**AVERTISSEMENT!**

**L'AÉROMODÉLISME  
PEUT CAUSER  
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES  
RISQUES!**