

**Kingston Radio Control Modellers
2025**

MAAC Approved 4/3/2025

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: Kingston Radio Control Modellers (#92, Zone G)

Field Name: KINGSTON RADIO CONTROL MODELLERS CLUB

Location: 1035 Fred Brown Road, Odessa, ON, K0H 2H0

Pilot Station Coordinates: 44° 19' 56.748" N, 76° 47'22.848"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 KRCM or an invited guest of KRCM; and
3. agree to follow the MAAC Safety code.

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 event organiser is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Club members are responsible to brief their guests and visitors about the field safety requirements.
2. Dogs must be kept on a leash at all time and dog owner must clean up after their dog.
3. Members and guests are responsible to look after their own garbage.

4. The Club rules are posted in the club house for everyone to consult. Visitors will be briefed through a safety briefing for events, or individually by attending members for individual visitors.
5. Flying or running of engines will not occur prior to 8 a.m. Monday through Friday inclusive and not prior to 9 a.m. Saturday and Sunday with the exception of special events which shall start no earlier than 8 a.m. Low-noise, electric-powered aircraft are not subject to this restriction.
6. All flying must be done North of the Flight line no matter the type of Motor or Engine.
7. The maximum number of radio control flyers shall be 5 at any one time.
8. All Members must report safety-related items to the Executive.
9. Turbine powered aircraft are NOT permitted at the KRCM flying site due to risk of fires.
10. Any permanent changes to the field shall be approved by the field owners.
11. Safety is everybody's responsibility!
12. The Club executive will review these rules at least once a year.

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 1035 Fred Brown Road.

1. A fire extinguisher, first aid kit and AED is present in the club house.

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)	3kg/.25ci	1 flying circle
Free flight	Not Approved	
Space Models		
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 restrictions

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. This site has neighbours nearby and all IC powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted.
 - b. Turbine powered models are not permitted at this site.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – No CAR pilot certification required. 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 requires all RPAS Pilots to have MAAC Wings.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - none.
3. Club/Site/Event requirements – Spotter are at the discretion of the pilot requirements on any normal flying day, The requirement for spotter will be identified by event coordinator at the safety brief, including events where non-club members are present. Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory during events where the public is invited**. 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.

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 (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice “FULL SCALE”. **If in doubt, issue the warning.**
 - c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and move to the opposite end of the runway relative to the full scale airplane. 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.
 - 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

Instructors/Demo flights

1. During demonstration flights, no other RPAS shall be in the air.
2. When an instructor is teaching a student, all other pilots already flying will be notified and give consent before the student RPAS takes to the air. If a pilot advises that they would like to take off, they must be notified before they take off that an instructor and student are flying.
3. Anytime an instructor has a student in the air, all pilots must follow the agreed upon circuit pattern.

Spotters

Spotter are at the discretion of the pilot requirements on any normal flying day, The requirement for spotter will be identified by all event coordinator at the safety brief, including events where non-club members are present.

Airspace requirements or permissions

1. mRPAS requirements – mRPAS do not normally require specific airspace permission.
2. RPAS CAR requirements -This site is in uncontrolled Class G airspace. The nearest controlled airspace vertically is Trenton and Kingston Class E Transition Areas at 700’agl. The nearest airspace laterally is Kingston (CYGK) Class E control zone located 5.45 nm SE. Site elevation is xxx’msl.
3. Club/Site/Event requirements – there are no additional requirements

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. Camden East Airport , CCE6 is the only Aerodrome within 3Nm of the KRCM site and is located 0.41nm or 850 meters South West of the modelling site.
2. The aerodrome has two grass runways (18/36 and 06/24) and is home to seasonal ultralight aircrafts. There are no conflict with approach patterns with KRCM location. Entry in the CFS CAUTION for CCE6 indicates the following: “Rdo Ctl acft blw 500 AGL aprx 0.5NM NE af A/D”. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
3. KRCM club members should check for CCE6 related NOTAM either using the [NAV CANADA NOTAM](#) portal or using RPAS Wilco app or similar.
4. The club executive has contacted the operator (OPR) of Camden East and they have expressed no issues with our RPAS site. The club executive or event organizer will inform the CCE6 operator before the conduct of any out of general flying activities (ie: giant scale rally) in order to see if there are any conflicts or instructions that must be followed.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for Camden East – CCE6 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 site approved altitude is less than 400’, or less than 1000’ above any higher site approved altitude; 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 provide:
 - 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 operation are permitted, KRCM. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Night is determined to be the time from dusk til dawn as determined by the Weather network.
5. Pilots may fly in formation provided they agree to do so to a maximum of five aircraft. We expect pilots involved to discuss their flight and manoeuvres preflight and communicate while flying. An event coordinator may provide additional safety requirments/details as required. Pilots will stand together behind a single flying station and call out all their maneuvers loudly.
6. See site map below for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas.
 - a. Control line as one circle on the grass West side of the field.
 - b. No extra requirements for special events.
7. Model assembly, control checks and range checks should be done in the designated pit area or under the sunshade before the first flight of an aircraft.
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. Tethered models can be assembled and tested in the control line circle area.
9. KRCM Flying area (see map below), including any no-fly zones, depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation is as the picture below.
 - a. For special events like the annual Giant scale where a lot of flyers are expected, Sun shades can be installed left and right of the club house, in line with the North face of the Club house
 - b. For special events requiring flyers to instal campers and tents, no campers and tents will further north than the north edge of the parking lot.
 - c. Field maintenance and grass cutting will be announced via email to the membership, no flying is authorized while the runway is being mowed, including the pit area.
 - d. For special tethered flying event, the runway will be closed to RPAS flying. Such closure will be announced via email.
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. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - d. When there are two or more pilots in the air, some form of circuit will be agreed upon.
 - 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

Tethered model operations

Aviation safety

Tethered flight occurs off our runway. There is no conflict for Tethered flight and normal flight occurring at the same time.

Public safety

1. The flying area/circle edge nearest the pilot stations must be beyond the flight line. A spotter may be placed near this area to monitor for by-standers.
2. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - **STOP!** - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand.
 - a. The pilot will upon hearing - **STOP!** - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
 - b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
 - c. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.
3. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.
2. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.
3. Members can use the control line circle while RPAS activities are occurring, without permission of the RPAS pilots present. For special Control line event, the main runway can be closed to accommodate additional flying circles.

Spectator safety

Spectators will be a minimum of 10 m from control line flight. The MAAC Safety code allows a much closer proximity to spectators so care must be taken, especially for children. Control line models are not toys and are capable of inflicting severe injuries.

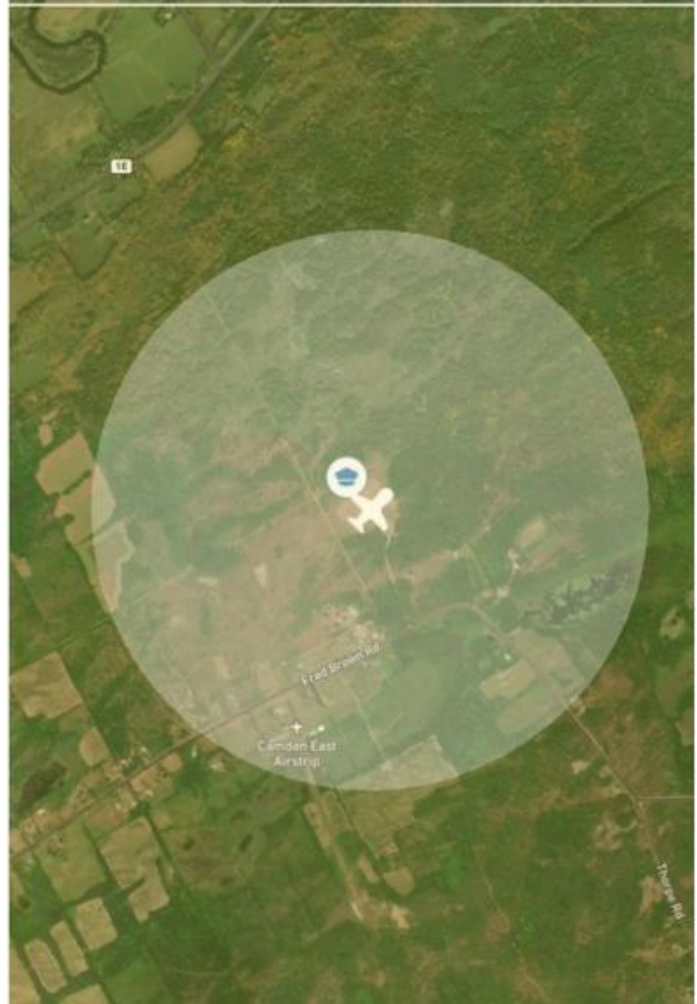
Emergency procedures

Fly-away or lost link.

1. In the event of a “fly-away” towards Camden East airport, CCE6, you will immediately call the aerodrome operator at 613-386-1971 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
2. The nearest towns are Yarker (5Kn) and Camden East (3.5 Km) If a fly away occurs in the direction of a population center and could potentially reach a populated area, notify the town hall, fire department or police detachment.

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 - 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).

Over 400'agl and above 25kg

KRCM does not qualify for operation above 400' and above 25 Kg.

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 while 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; and
 - c) Do a daily control and range checks.

Diagrams/maps





KRCM Field Layout



WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**