

Kingston Radio Control Modellers Club Rules

Administrative

All persons flying at the Kingston Radio Control Modellers Club site must be current members of M.A.A.C. Americans (or any other foreign pilots) must be current MAAC members (a short term membership is available).

The M.A.A.C. safety code and safety guidelines for field operations are the standards of operation of the Kingston Radio Control Modellers Club.

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.

The maximum number of radio control flyers shall be 5 at one time unless operating under the rules of specific discipline, such as R/C Combat.

No engine shall exceed 98 DBA measured with engine at maximum RPM at a distance of 10 feet from the muffler.

All transmitters and receivers operating in the 72Mhz band (channels 11 through 60) must be narrow band. These transmitters, as well as any which operate on other MAAC approved channels, such as Amateur Band and 27 MHz, must be kept in the impound when not in use. Spread spectrum transmitters are not required to be impounded.

All Members must report safety-related items to the Executive;

Any permanent changes to the field shall be approved by the field owners.

The KRCM Flying Requirements document (refer to Appendix A) is By-Laws - December 2021. Safety is everybody's responsibility! Page 18 posted at the KRCM Field.

The rules and club By-laws are available on the KRCM.Org website.

Normal Operating Procedures and Club safety rules

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Batteries shall not be connected to electric models unless the model is restrained in the start-up area.
3. All Electric powered aircraft must be equipped with a transmitter activated motor "CUT-OFF" switch.
4. Gas/glow models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying. A transmitter operated "CUT-OFF switch is strongly recommended.

5. The direction of take-off, landing, and traffic pattern will be determined by the prevailing winds. In "NO" wind conditions, all take-offs etc. shall be east or west but away from the sun.
6. Hand launching and bungee launching shall be done in agreement with any pilots flying normally off to one side of the pilot stations.
7. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying, and only after receiving acknowledgement of announcement of entering the runway area.
8. A fire extinguisher, first aid kit and AED is present in the club house.
9. If there is an incident/accident requiring emergency services, cellular service is adequate to call 911. The civic address is 1035 Fred Brown road, Odessa Ontario, K0H 2H0.
10. Turbine powered aircraft are NOT permitted at the KRCM flying site due to risk of fires.
11. Pilots may fly in formation provided they agree to do so to a maximum of five aircraft. An event coordinator may sanction a greater number of aircraft. Pilots will stand together behind a flying station and call out all their maneuvers loudly.
12. KRCM is located on privately owned land and is 850 meters North East of the Camden East Airport (CCE6). The pilot station is at coordinates 44.33244, -76.78968. the KRCM airstrip is generally oriented East-West and is approx 500 feet long by 200 feet wide. The flying area is approx. 1000 feet wide each side of pilot station by 1000 feet deep. All flying is done facing North of the pilot station. There is absolutely no flying of Radio Controlled aircraft South of the flight stations extending on an imaginary line to the horizon both East and West. There are no properties within the flying area.

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

13. The only aerodrome within 3 Nm of the KRCM field is Camden East Airport and it is located 0.41 Nautical mile or 850 meters South West of our modelling site.
14. The aerodrome has two grass runways (18/36 and 06/24) and is home to seasonal ultralight aircrafts.
15. Entry in the CFS CAUTION for CCE6 indicates the following: "Rdo Ctl acft blw 500 AGL aprx 0.5NM NE of A/D". There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.

16. 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.
17. KRCM members should check for CCE6 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 in the club house on the bulletin board for fellow modelers to reference.
18. The club executive has contacted the operator (OPR) of CCE6, 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.
19. No flying will commence until 0800 on weekdays and 0900 on weekend and holidays and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Odessa. Night flying is allowed at KRCM when the RPA is adequately lighted.
20. Visual observers and MAAC “spotters” not required at KRCM site, unless specified by the club executive, a safety reason, or an event coordinator.
 - a. When any member or other person spots a full-scale airplane approaching the field, they are to yell out “FULL SCALE” in a loud voice.
 - b. ALL Pilots must immediately descend to as low an altitude as possible and fly to the opposite end of the field relative to the full scale airplane.
 - c. When the full-scale airplane is no longer a threat, an “ALL CLEAR”, will be declared, at which point normal flying may resume.
22. 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 will fill out a MAAC reportable occurrence report and submit that to the Club executive and follow the 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, and submit a copy of the form to the club executive as soon as possible. Flying may resume. 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.

23. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:

- a. If full clouds cover are present below 1000' above the model flying area
- b. a horizontal visibility requirement of less than 3sm around the flying area, and
- c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

24. There are no other risk mitigating strategies required at the KRCM Flying site

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



