

# Halton Hills Model Flying Club (HHMFC) Rules

## Administrative

- Club Outdoor Flying Site Rules are posted on the notice board at the outdoor flying site and on the club website (hhmfc.ca).

## Normal Operating Procedures and Club Safety Rules

1. Model assembly should be done in the designated pit area or under the sunshade.
2. Pilots and students shall perform a thorough pre-flight check prior to the first flight of the day on each RPA that includes a check of all batteries' charges, range check, and confirmation of proper control direction.
3. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
4. Gas/glow/turbine models must be restrained and started in the pit area, or on start-up stands or similar, located in the pit area. Do not conduct prolonged tuning if other pilots are flying.
5. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be east or west but away from the sun.
6. All pilots must announce their intention to take off, land, or retrieve an aircraft including announcing when entering the field and when clear of the field.
7. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
8. Our flying area as measured from the center of the pilot stations is essentially an acute trapezoid, the lower (long) base being the flight line, 429 m left, 278 m right. Straight out from the pilot station, the distance to the edge of the flying area is 443 m. The right side of the flying area is 493 m in length, and the left side of the flying area is 220 m in length. The upper edge (straight out from the pilot station) of the flying area is “dog-legged” slightly, the left leg 440 m in length, and the right leg 249 m in length.

A small trapezoidal area below (south of) the westerly end of the airstrip serves as a flying area for helicopter and multi-rotor RPA when the fixed wing RPA are flying. The northerly edge is 42 m in length, the southerly edge is 11 m in length, westerly edge is 30 m in length, and easterly edge is 32 m in length.

Refer to the site flying area maps at the on the club website (hhmfc.ca) and the information board at the HHMFC flying field for operational boundaries and no-fly zone depictions.

9. Flying OVER THE PITS or BEHIND THE FLIGHT LINE is strictly prohibited.
10. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
11. A fire extinguisher must be present for all powered RPA operation, and is located at the gazebo.
12. If there is an accident requiring emergency services, cellular service is adequate to call **911**. The civic address is **16763 17 Side Road, Halton Hills (Georgetown)**. A **First Aid Kit** is located at the gazebo.
13. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

# Halton Hills Model Flying Club (HHMFC) Rules

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

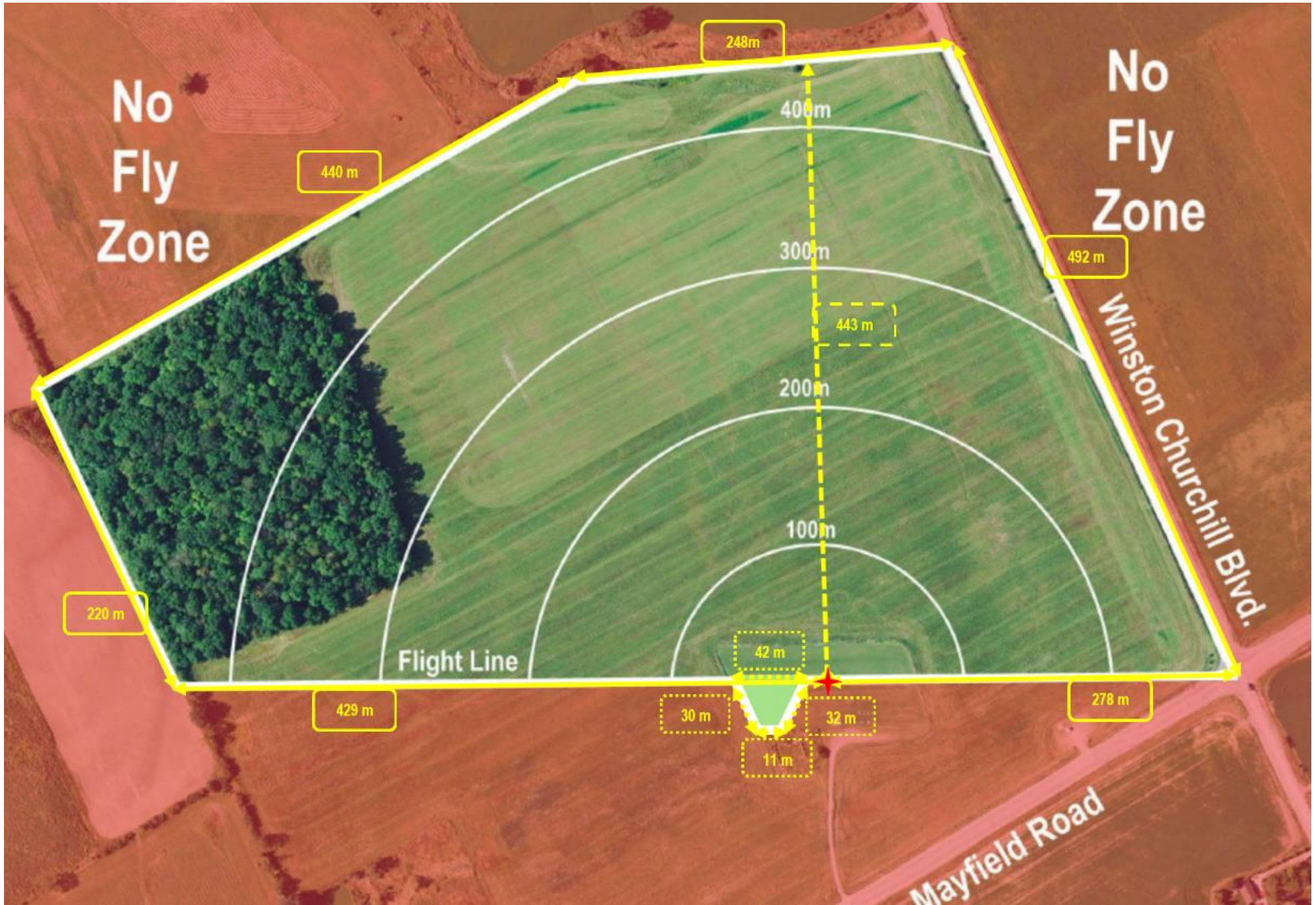
14. The aerodrome name is Georgetown & District Hospital (CNZ6), a heliport located 2.55 nautical miles southwest of our aeromodelling site. As the CNZ6 CFS restricts all heliport arrivals and departures to be solely to the west of the heliport, no heliport traffic is expected in the area of the HHMFC flying site.
15. There are no CFS RPA procedures and no other CFS PRO comments that affect our aeromodelling site.
16. In the event of a “**FLY-AWAY**” towards the Georgetown & District Hospital (CNZ6) heliport, you may call the aerodrome operator at **905-873-0111** and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
17. HHMFC club members should check for CNZ6, CNC3, CMH2, and CYYZ related NOTAMs 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.
18. The club executive has contacted the operator (OPR) of Georgetown & District Hospital (CNZ6) heliport, and they have expressed no issues with our RPAS site.
19. No flying will commence until 8:00 am for electric powered RPA, 9:00 am fuel powered RPA and will end a half hour before sunset, the time of which is available on the Weather Network App for the town of Georgetown, Ontario. No night flying is allowed.
20. Visual observers and MAAC “spotters” are optional at our site. The following are club procedures for ensuring full scale aviation safety:
  - a. When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” in a loud voice.
  - b. ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
  - c. When the full-scale airplane is no longer a threat, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.
21. 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, or electronically by email.
  - 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.

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# Halton Hills Model Flying Club (HHMFC) Rules

22. No RPA or other model aircraft flying will occur below the following Club mandated weather minimum:
  - a. If cloud is present below 1000' above the model flying area
  - b. a horizontal visibility requirement of less than 2.5 km 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 Georgetown water tower 2.6 km southwest of the HHMFC flying site, flying is normally permitted.
23. There are no other risk mitigating strategies required at the HHMFC.
24. The Club executive will review these rules at least once a year.

**HHMFC FLYING AREA DIAGRAMS ARE ON THE FOLLOWING PAGES**







# VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

## Communications Requirements

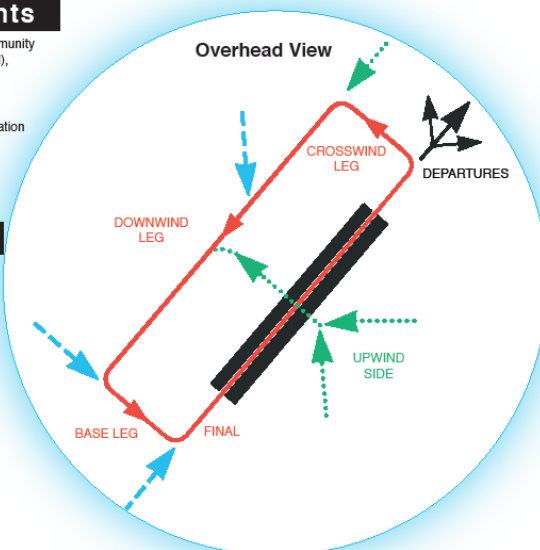
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (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 (RONLY) or no radio (NORDO).

## 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.



**MF/ATF Communication Procedures** (see TC AIM 4.5.7)  
 Note: If your aircraft is radio-equipped, it is recommended that the same calls 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 manoeuvring area:** (CAR 602.99)

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

**Circuits:** (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

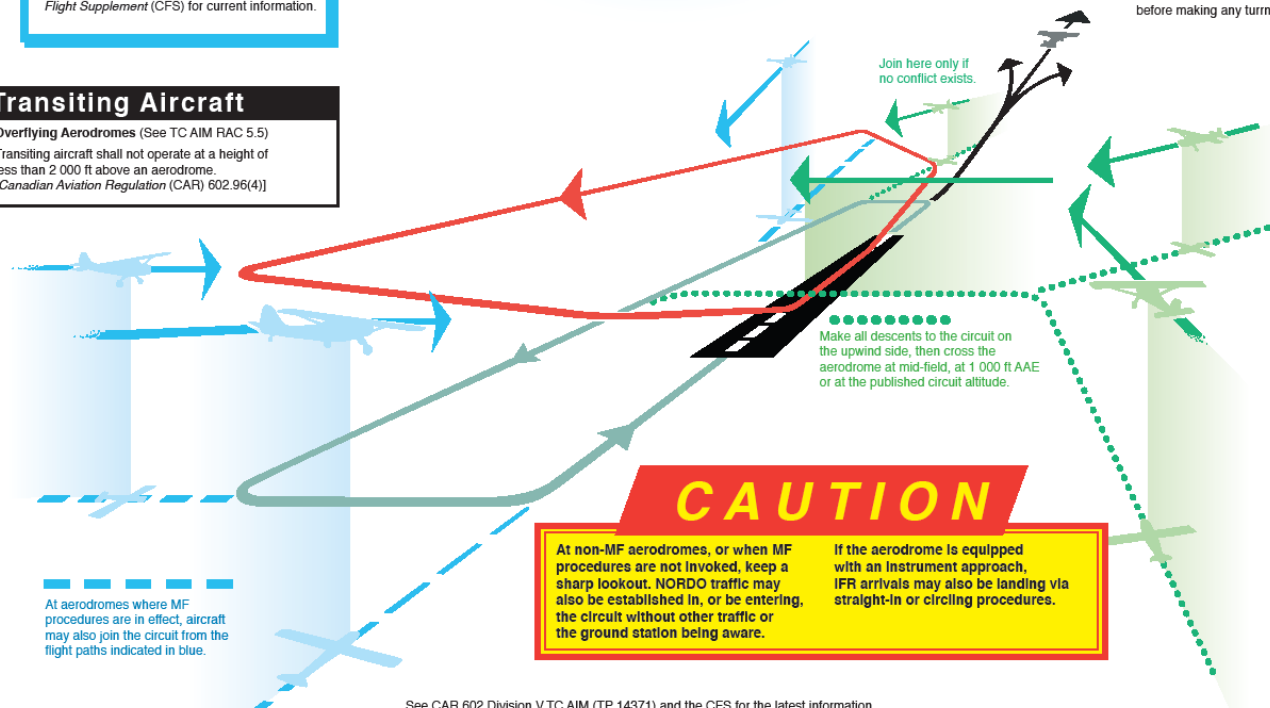
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

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 Regulation (CAR) 602.96(4)]



**DEPARTURES**  
 Climb to circuit altitude before making any turns.

Join here only if no conflict exists.

Make all descents to the circuit on the upwind side, then cross the aerodrome at mid-field, at 1 000 ft AAE or at the published circuit altitude.

## CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO 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 Division V, TC AIM (TP 14371) and the CFS for the latest information.