

## REGINA WINDY FLYERS

### RULES OF CONDUCT AND SAFETY

Revised: September, 2001 Revised: September, 2006 Revised: November, 2012 Revised: April, 2014 Revised: September, 2016 Revised: October, 2019 Revised: March, 2023

1. It is the responsibility of all club members to see to the enforcement of all club rules and regulations. Each member has the responsibility to see that other members, new and old, obey such rules and regulations.
2. All members using the club facilities shall be in good standing of the Regina Windy Flyers and hold a current membership in M.A.A.C. (Model Aeronautics Association of Canada) and if flying RPAS (Remotely Piloted Aircraft System) will hold a minimum of a Transport Canada Basic Pilots licence, or be a guest of a member (must also have M.A.A.C. and minimum of a Transport Canada Basic Pilots licence if flying a RPAS)

Guests or Visitors (other than for the purpose of being only a spectator) shall be signed in by the club member extending the invitation before any use of the facilities may take place. They must sign in to the Club sign in book, following the guests or visitors name the guest or visitor will state "guest of" followed by the inviting member's name. The inviting member must be present at all times and is fully responsible for the guest or visitor while they are using the facilities. At the completion of the session of the inviting member the sign in book must be completed stating arrival and departure times for insurance purposes. Once the inviting member leaves the field all privileges to the guest or visitor are revoked.

Definition of a Guest or Visitor: A guest or visitor intending to use Regina Windy Flyers facilities for Radio Control or other modeling purposes must be a current member of Model Aeronautics Association of Canada (MAAC). They must be able to show proof of this at any time. A guest or visitor may not be a current permanent resident of Regina\*, or from within a fifty km radius of Regina.

\*(have resided in Regina or surrounding fifty km for the past six months)

Special Permission: Special permission may be granted to all guests or visiting pilots for club special events where an open invitation has been placed by the Regina Windy Flyers, this will include all pilots/RC drivers living within the City of Regina and fifty km surrounding area as long as they are current MAAC members. Special permission may be granted by a member of the club executive for any circumstances that may arise and that do not fit into the outlined categories, this permission will have specific circumstances stated at the time it is given and can be revoked at any time by any member of the club executive.

Any guest or visiting pilot/RC driver may have their privileges revoked at any time by any club member in good standing if they feel club Rules of Safety or Conduct are not being met.

3. Regina Windy Flyers have a mandatory sign in. All club members and guests will sign in stating arrival and departure times. There will be a sign in book (or sheet) located in the clubhouse to be used at all times.
4. All Pilots will have all aircraft marked with a minimum of their Name, MAAC# and the MAAC toll free # "1-855-359-6222" on the exterior, or within so that it can be viewed by removing the wing or canopy to access the interior of their aircraft. All aircraft being flown must be registered with Transport Canada and the appropriate registration number marked on exterior of each aircraft.
5. Newcomers and beginners shall:
  - a) Become fully paid members of the Regina Windy Flyers and M.A.A.C. and obtain a Transport Canada Basic Pilots licence before any instructional flying sessions will take place, new members aircraft must be registered before it may be test flown. (Non flying general use of facilities is permitted once fully paid)
  - b) Beginners and new members intending to fly model aircraft MUST participate in the WINGS PILOT TRAINING program and must not fly unless attended by a designated instructor. When a beginner has advanced to a set level of skill they may be tested by two qualified instructors and if agreed to by these two instructors, the student is granted their "WINGS". This test may be taken with both instructors present at the same time or at two different times if only one instructor is present. The instructors must date & sign the students M.A.A.C. Card then notify the club executive that the individual has passed. The instructors are designated as such on the club membership list and may be specific to fixed wing aircraft or helicopter type aircraft.
  - c) Observe all general club rules when flying or utilizing the facilities.
  - d) Have their equipment operating according to club regulations.
  - e) Only fly without supervision after qualifying for their "WINGS" under the pilot training program.
6. Members that have not flown over the past season or more.
  - a) Members that have not flown over the past season or more intending to fly model aircraft this season MUST not fly unless attended by a designated instructor. When the member has proven their abilities or advanced to a set level of skill they may be tested by a qualified instructor for recertification of their RWF Wings. If they are granted their "WINGS" the instructors will then notify the club executive that the individual has passed. The instructors are designated as such on the club membership list and may be specific to fixed wing aircraft or type of aircraft.
  - b) Members that have not renewed their M.A.A.C. each year and have just renewed for this season must also complete M.A.A.C. documentation with the assistance of their instructor at the completion of qualifying for recertification of their RWF wings. This will then be forwarded to M.A.A.C. to reinstate your pilot status.
7. All vehicles (including automobiles, bicycles, motor bikes, trucks, etc.) shall not be driven on the field or runway surfaces except for the needs of a special club hosted event approved by either the club executive or the event committee, maintenance of the field, loading or unloading RC aircraft or flight equipment, a disability, or as described in point 8 below.
8. Vehicles are allowed to park near the runway sun shade as follows:
  - a) There will be two handicapped stalls marked with signage nearest the runway sun shade for members with handicap placards. On both sides of this pair of stalls parking of 4 vehicles is allowed, parking line abreast marked with posts, for any other club members wishing to park there. If all the spaces (10 in total) are all full then additional vehicles must park in the main parking area south of the clubhouse. Parking is permissible only when field conditions allow i.e. dry enough so the grass is not rutted.
  - b) If Parking spots are full you may unload and load near the designated parking stalls near the runway Sun Shelter. No closer to the runway pits than that. Unload and park your vehicle back in the main parking area near the clubhouse in a timely fashion. Then return on foot to do your pit work. Reload in the same manner. Get your gear together and ready, then retrieve your vehicle and load and exit the field area immediately after.
  - c) Driving route will be onto the field near the clubhouse door and out to the Parking area. Please use your discretion as to the field condition. If field condition is poor do not drive on the field by any route. Abuse of this privilege will result in it being revoked. (If field is posted off limits to vehicles due to field conditions then there are no exceptions until posting has been removed by field committee or club executive)
  - d) Any Regina Windy Flyer member using a handicap stall near the sunshade on a permanent basis will require a valid disability placard issued from the Saskatchewan Abilities Council and it shall be displayed in the front windshield of their vehicle. RWF members with a temporary handicap i.e. a broken leg may feel free to park there as well with no disability placard required.
9. When in the pits all models should be placed so as to not blow dirt and oils on to other pilots and models. In no case pitting between safety fence and pilot stations is allowed. No one shall be allowed to pit at or near the runway in use. Aircraft with engine(s) running in the pits shall be held under some secure manual restraint.

10. All members and guests shall be responsible for their own refuse and shall endeavor to keep the field in as clean a condition as possible.
11. All club members will fly accordingly to prevent flying over any areas that the club has designated as No Flying Zones. All pilots, members and guests must be aware of the no fly zones before any flying will be done. The no flying zones are posted in the clubhouse. If a pilot does not understand where the no fly zones are then it is their responsibility to contact club executive for this info before any flying will take place.
12. All club members must always follow all rules and regulations laid out in CAR Part-IX (Canadian Aviation Regulations).
13. No Fly Zones:
  - a) South Of The Windsock, East Of The Road. This is an Absolute NO FLY ZONE! Under No Circumstances are you allowed to fly over the neighbors Pasture. Not even to set up your landing approach from the East-Southeast! This No Fly Zone is part of our Lease & an agreement we have with our neighbors.
  - b) If the Control Line Circle is being occupied that area will be considered a NO FLY ZONE. Using the North / South Paved Runway will not be Permitted.
  - c) Neighboring Property to the Northwest. This property will be considered a NO FLY ZONE, Except Under One Condition (see c-2).
  - c-2) If the Northwest property is Unoccupied & ONLY Unoccupied, you may use it to set up your Landing Approach from the Northwest. This area will Only be for Landing Approaches. No general flying over the Northwest Property.
  - c-3) If the Northwest property IS Occupied it will be considered a NO FLY ZONE. No Landing Approaches Will Be Allowed. No Exceptions!

14. All members flying RPAS at the RWF flying field must insure that all flying is completed within the Flight Box that we are allowed for our field. The Flight Box is defined below:

Flight Box:

The Flight Box is North of the Windsock running East / West. It extends out over the Farm Land to the East of the access road, as well as over the Unoccupied Fields to the West-Southwest of our Property. This is the area where flying is permitted.

North / South Runway:

- a) The North / South Paved Runway is Only to be used if the winds are too strong to use any other direction of runway for Landings & Takeoffs ONLY. Other than Landings & Takeoffs, all other flying must be done in the Flight Box.
- b) North Landing Procedure. Fly Southwest out of the Flight Box, towards the Club House & execute a Left Hand Turn back towards the runway to land while ensuring you are staying out of the No Fly Zones.
- c) South Takeoff Procedure. Once airborne execute a Right Hand Turn towards the Club House, & fly out of that area & into the Flight Box heading Northeast while ensuring you are staying out of the No Fly Zones.
- d) If the Control Line Circle is being occupied, the North / South Paved Runway is CLOSED. No Exceptions!
- e) If the Control Line is occupied & your aircraft can land & takeoff on the grass, please use the grass strip on the west side of the flying field for North / South winds.

15. GENERAL FLYING RULES:

Under no circumstances shall two runways be in use simultaneously.

Aircraft being taxied into, within or from the pit area with engine(s) running shall be held under some secure manual restraint throughout the operation. When taxied from the pits restraint will be maintained until you have taxied past pilot stations if any pilot stations are in use.

Flying should be done in such a manner as to avoid flying into the no fly zone(s). A deliberate pass over these areas shall be subject to immediate discipline.

Pilots shall not stand on the surface of the active runway at any time other than if necessary during takeoff. While your model is air-borne, pilots shall stand at the pilot stations. Except for retrieval of downed aircraft, it should not be necessary to cross the active runway or flight path. Before retrieving the aircraft, a pilot should ensure that no other aircraft is about to land. They shall advise the other flyers that he/she is about to retrieve their downed aircraft and proceed to do so as rapidly as possible. Exceptions may be made to this rule for special circumstances such as hand held launches, special events or aircraft requiring crossing or standing on the runway. This may only be done after all pilots are notified and in agreement with the request. Only the aircraft or aircrafts that have been given permission may be flown at that time. After the launch or flight all pilots, assistants, equipment and aircraft must return to the normal flight line, flight stations or pits.

PROCEDURES FOR TAKEOFF:

- a) Check all controls to see if they are operating correctly.
- b) Hold the model back and check to see that your engine/motor will increase RPM (revolutions/minute) and throttle down correctly.
- c) Check to see that your antenna is attached, oriented to give proper transmission or is fully extended.
- d) Check to be sure that another model has not already started on its final approach to landing. A landing aircraft shall have right of way.
- e) State your intention of take-off to other pilots at pilot stations. You are now clear to take-off. Consider what course of action you would take to insure the safety of members if during take-off your engine(s) was to fail.
- f) Takeoff and climb out in a safe and reasonable manner and turn away from the pit and parking areas. (Procedure turn)
- g) A takeoff shall not be preceded with if any person or obstruction is in the taxi or flight path.

PROCEDURE FOR LANDING:

- a) When one aircraft is preparing to land and another is preparing to take-off, the aircraft landing shall have the right of way.
- b) A dead stick landing has right of way over all other landings or take-offs. A pilot shall be expected to abort his dead stick landing path if to continue will jeopardize the safety of another pilot or damage stationary models on the ground.
- c) Always advise in a loud clear voice that you are landing, whether under power or dead stick.
- d) Under no circumstances, either dead stick or otherwise, is a model to be landed in the pit area. If in doubt or trouble, a model should be landed away from everybody.
- e) Check or have someone else check to see if the runway is clear.
- f) Perform a safe landing pattern and land into the wind.

16. Frequency control procedures (for 72 MHz) will be in effect at all flying sessions. The frequency pin system presently employed at the field shall be enforced at all times. Flyers must use their own frequency pin for each frequency used. It is recommended that pins shall be of business card size, covering one frequency each side, above and below your own frequency. Owners name should be printed or engraved on the pin. Frequency or Channel number is advisable. At no time should the quantity of active pilots flying exceed 6 pilots at any time.
17. Spectators, children and animals are not allowed in the pit area or on the flying field unless accompanied and supervised by a club member. All pets must be restrained at all times.
18. Except under special circumstances members, guests and visitors shall not indulge in any activities not previously approved by the club and or executive, on the Regina Windy Flyers club premises not related to operating model aircraft or vehicles or expected field operations and maintenance.
19. The last member leaving the flying field shall insure that the gate is locked and premises secure.
20. All models in operation at the field shall conform to club regulations in effect covering noise emissions. Please note that the Regina Windy Flyers presently has a regulation requiring all model engines with a total displacement in excess of .15 cubic inches be fitted with a muffler, which will reduce sound output to an acceptable level ( If this engine does not meet acceptable limits without the addition of the muffler). Failure to have a muffler at a session, except when lost or damaged at that particular session shall mean the member shall not operate that engine. New engines may be run without a muffler when mounted in a test stand located away from other members. (Exceptions may be made to this rule for the purpose of occasional test flights, trim flights or special events e.g. Formula One racers or special air show aircraft.)
21. Failure of club members to obey the club rules and regulations shall be considered unsportsmanlike conduct.
22. While members are expected to actively enforce the club regulations and rules, when a conflict arises it will be the duty of the present executive or any one of them to see to enforcement of the rules. The reasonable enforcement of these rules and regulations shall be as per the interpretation of the club executive or any one of them and their decision shall be final.
23. Failure of a member to have their model meet club regulations or to have M.A.A.C. and club membership shall be cause for immediate suspension of membership privileges.
24. Visitors having M.A.A.C. may use club facilities only after obtaining permission from a club member in good standing and in accordance to rule #2. This permission may be withdrawn at any time for any reason by any club member in good standing.
25. When a member is guilty of unsportsmanlike conduct the executive or any one of them shall have the right to, and be expected to, suspend any or all club privileges of the member. In all situations of flagrant abuse of the rules and regulations it is expected that all club members report breaches of club rules and regulations to the executive for such disciplinary action as deemed necessary. The executive shall be required to act on all such reports as early as conveniently possible.
26. Termination of a membership in the Regina Windy Flyers for persistent disregard of club rules and regulations shall be done by majority vote of the club membership attending a legally constituted meeting.