

Winkler Wings - R/C Flying Club Rules

Administrative

1. To use the Winkler Wings - R/C Flying Club property, Pilots must be current members in good standing with MAAC and have paid their yearly club dues
2. Be courteous to all.
3. Children must be supervised.
4. Pets must be on leash.
5. Family friendly club. No use of inappropriate language.
6. NOT Permitted:
 - a. NO flying or spotting in any capacity while under the influence of alcohol, recreational drugs, or prescription medications that may affect or impair your judgment.
 - b. NO alcohol or recreational drugs permitted on property.

Normal Operating Procedures and Club Safety Rules

RPAS pilots must have access to these rules while at the site. Electronic or printed copies are acceptable. The club will endeavor to provide a printed copy at the site.

1. Flying of any aircraft over the pit area, pilot stations, or within 30 meters of any non-MAAC person, spectator or parking area is prohibited.
2. Enforce safety standards when violated.
3. Announce intentions while flying.
4. Students **MUST** fly with an instructor and buddy box system until the instructor believes the student is ready to fly solo. Club instructors

assume no responsibility for the student's aircraft.

5. Model assembly should be done in the designated pit area.
6. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions**.
7. Gas/glow/turbine 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.
8. 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 north or south.
9. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
10. Our flying area as measured from the centre of the pilot stations is a box 2100 ft. left, 900 ft. right and 2000 ft. straight out or less to keep Visual Line-of-Sight at all times. Refer to the site flying area map for no-fly zone depictions, marked in red.
11. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
12. A fire extinguisher must be present for all powered RPA operation.
13. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is Provincial Road 428, 2.43 km north of the junction of Provincial Trunk Hwy 14 and Provincial Road 428.
14. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

Winkler Wings - R/C Flying Club operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

15. The aerodrome name is Winkler Aerodrome (CKZ7) and it is located 2.64 nautical miles south of our modelling site.
16. The aerodrome has one asphalt runway (09/27) and one grass runway (17/35). The club has determined our normal MAAC see and avoid techniques are sufficient to avoid interfering with the normal traffic pattern.
17. There are no CFS RPA procedures and no CFS PRO comments that affect our modelling site.
18. In the event of a “fly-away” towards Winkler Aerodrome (CKZ7), you may call the aerodrome operator at 204-325-9524 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
19. 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.
20. The club executive has contacted the operator (OPR) of Winkler Aerodrome (CKZ7), and they have expressed no issues with our RPAS site.
21. No flying will commence until half an hour after sunrise and will end a half hour before sunset, the time of which is available on the Weather Network App for the city of Winkler. Night flying is not allowed at Winkler Wings - R/C Flying Club unless your RPA is brightly lit.
22. 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.

23. 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.
- 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.

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

- a. If cloud is 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.

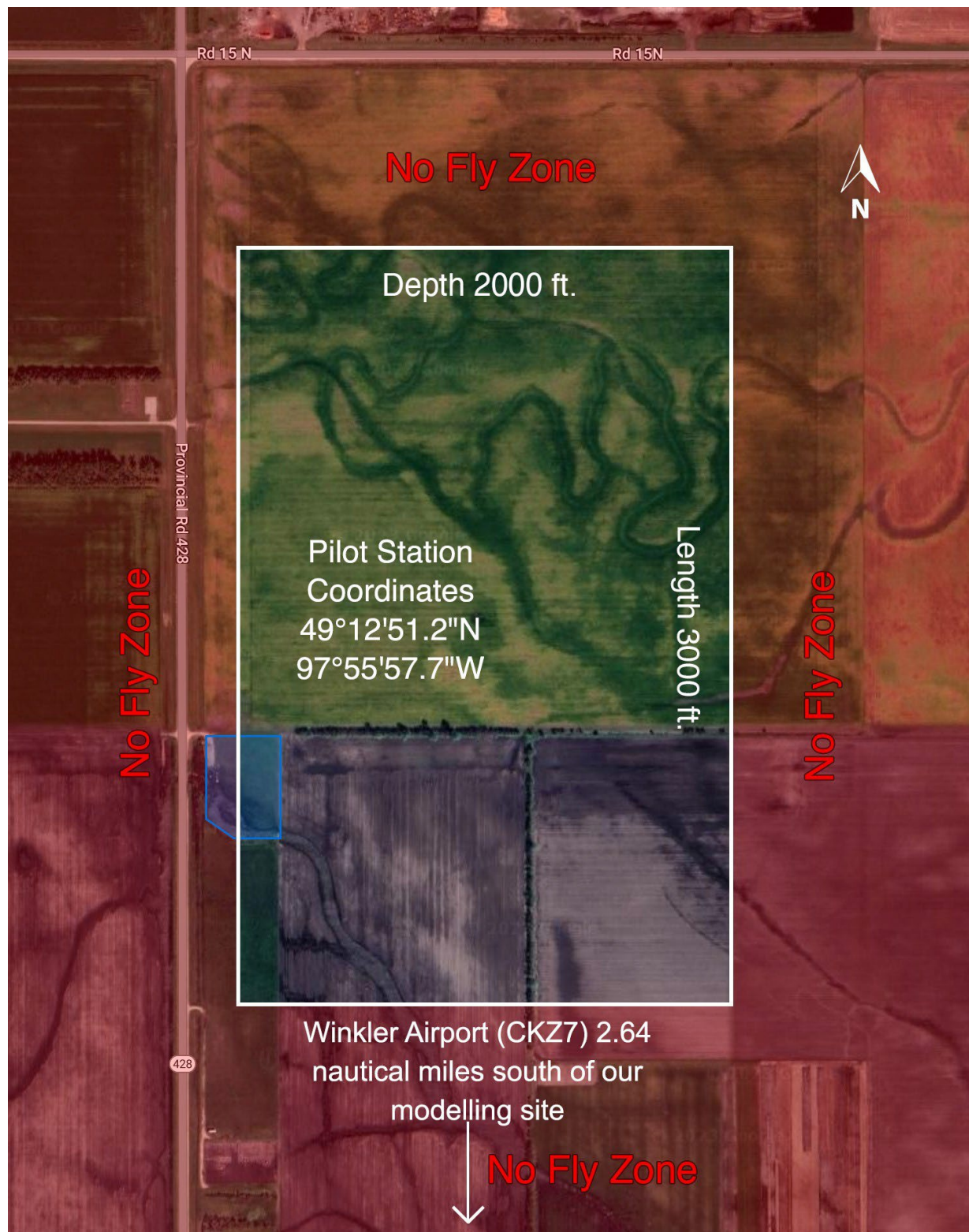
25. There are no other risk mitigating strategies required at Winkler Wings - R/C Flying Club.

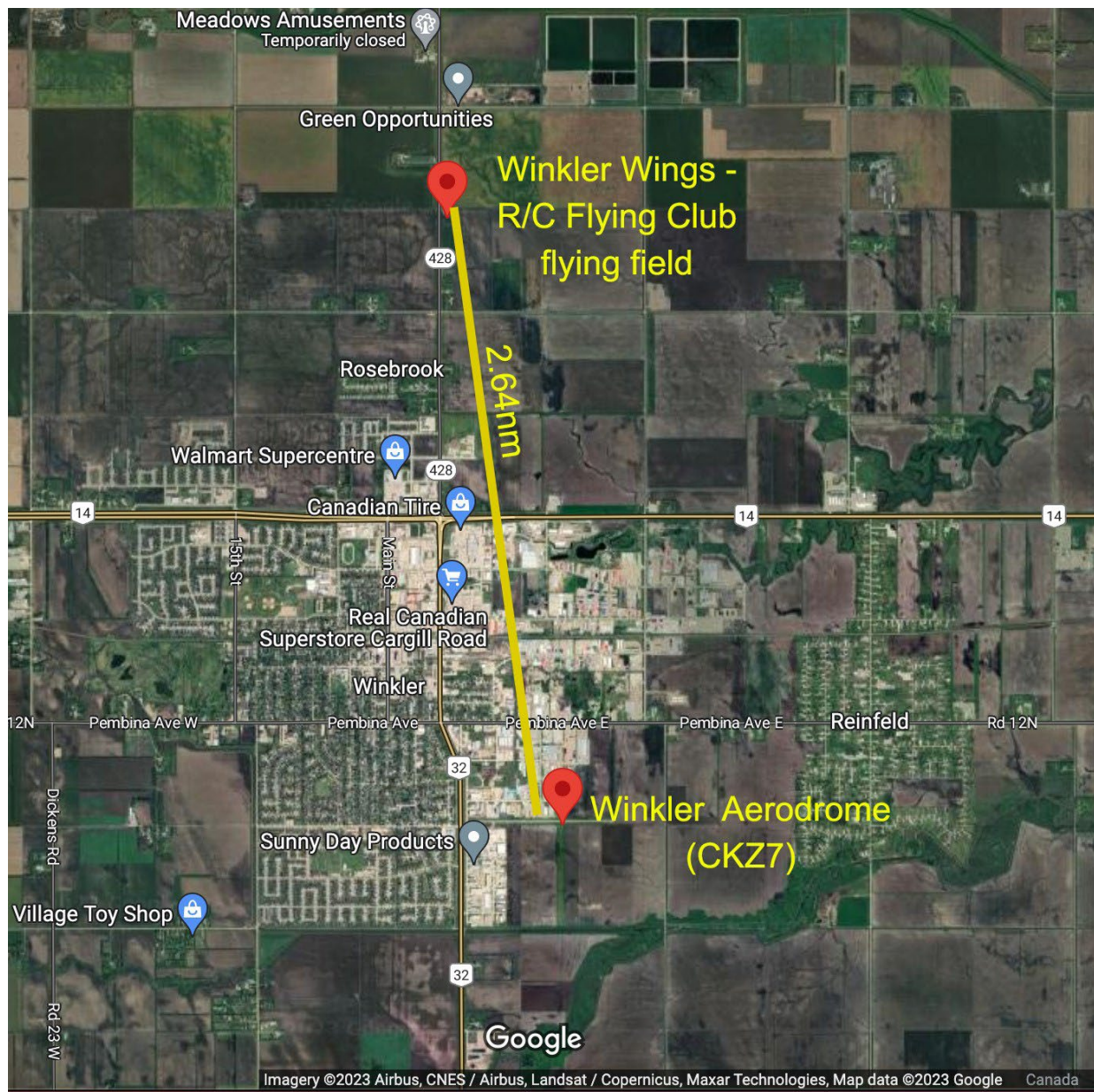
26. The Club executive will review these rules at least once a year.

If employing visual observers:

1. The sole role is to scan the sky for approaching full-scale aircraft – do not watch the RPA. Pay particular attention to (whatever direction airplanes come from etc.)
2. The visual observer should stand or sit at the start-up stand closest to any pilots flying, but away from the start-up stand(s) in use. Be close enough so they can hear you.
3. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
4. When you believe the airplane is no longer a problem yell – ALL CLEAR.
5. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

In addition to the rules listed, all pilots are responsible for reviewing and adhering to **ALL** applicable MAAC safety code, instructional, and MAAC Policy documents for the type(s) of model aircraft they own, operate and maintain. They can be found on the MAAC website: www.maac.ca.





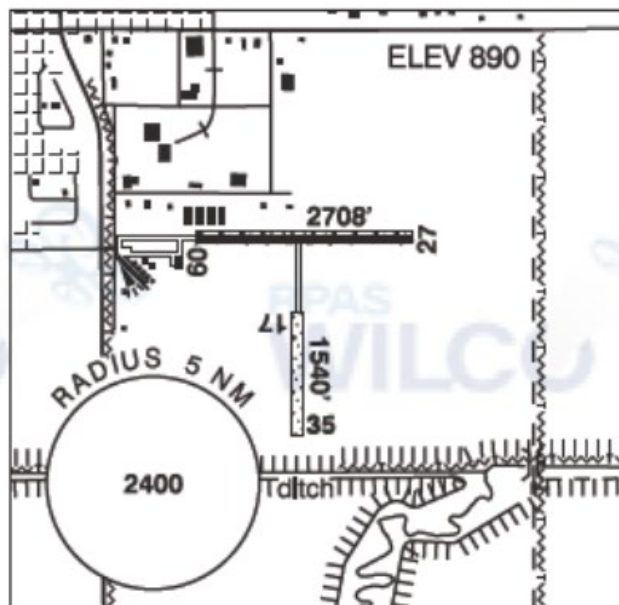
MANITOBA

AERODROME / FACILITY DIRECTORY

WINKLER MB

CKZ7

REF	N49 10 14 W97 55 12 1SE 4°E (2015) UTC-6(5) Elev 890' A5007 LO4 RCAP
OPR	City 204-325-9524 Reg
PF	B-1 C-2,3,4,5
CUST	AOE/CAN
FLT PLN FIC	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone. Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
SERVICES FUEL OIL S	100LL, Jet A-1 204-325-7206 All 2,3,4,5,6 Jace Aviation 204-362-4675
RWY DATA RCR	Rwy 09(086°)/27(266°) 2708x75 GRASS/ASPH, centre 28' ASPH Rwy 17(176°)/35(356°) 1540x75 GRASS Opr Ltd win maint
LIGHTING	09-(TE LO), 27-(TE LO) SS-SR only 2700' lit.
COMM ATF	UNICOM ltd hrs O/T tfc 123.0 5NM 3900 ASL
PRO	Rgt hand circuits Rwy 09 (CAR 602.96).



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.

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.

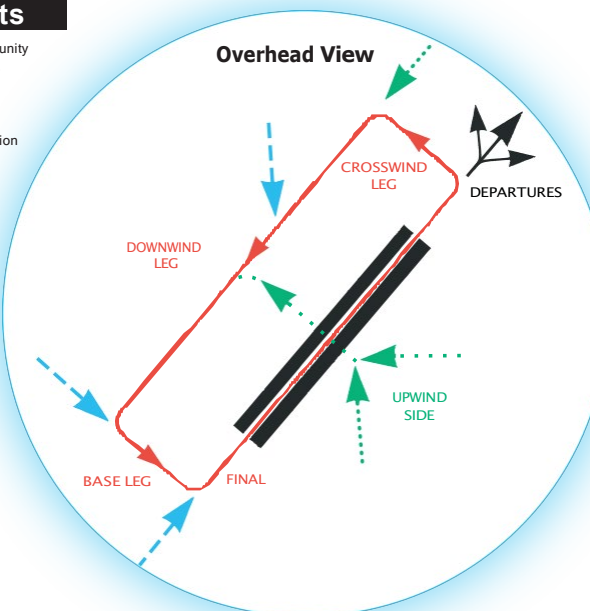
At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

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)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



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)

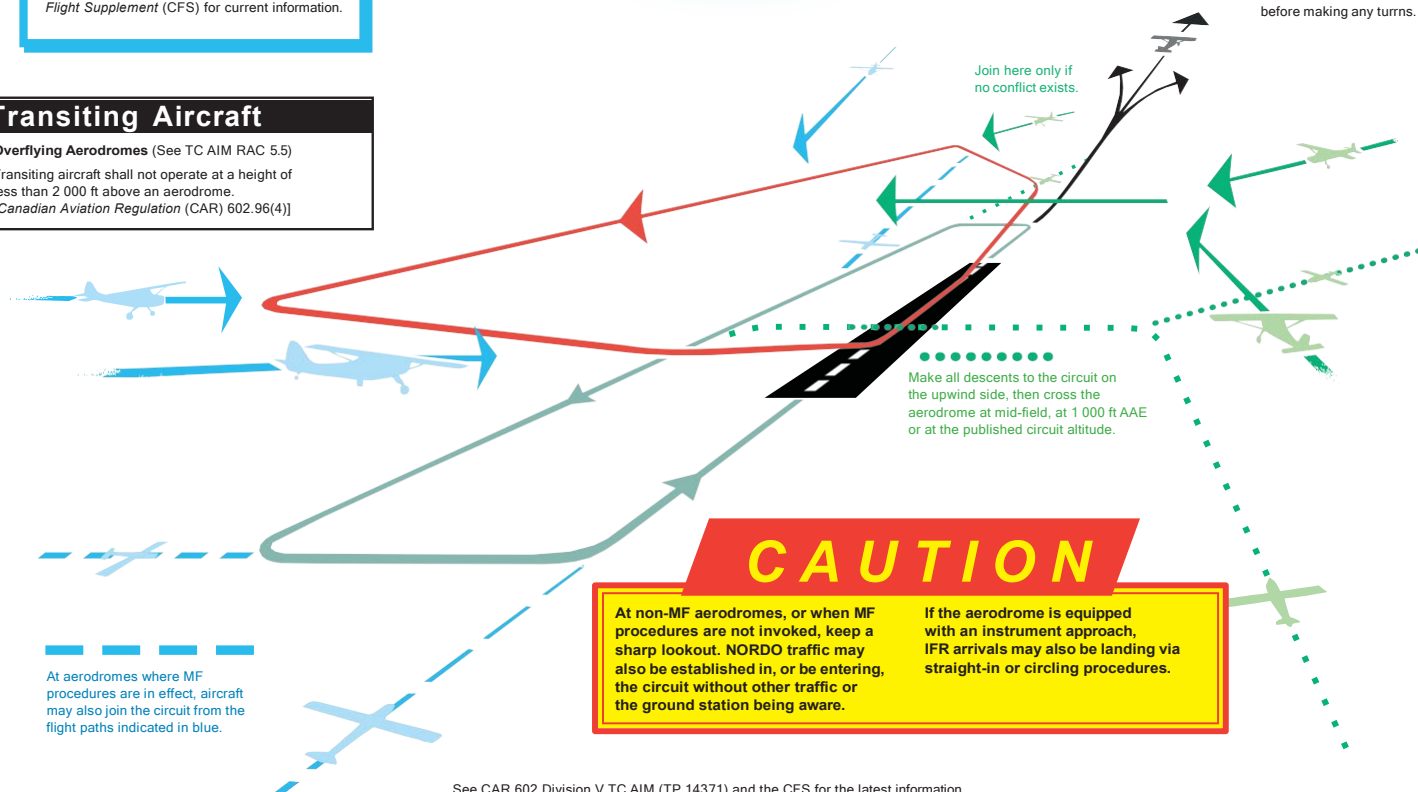
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

DEPARTURES

Climb to circuit altitude before making any turns.



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.