

Winnipeg Perfect Circle Flying Club (WPCFC) RULES

Administrative

The Winnipeg Perfect Circle Flying Club is a **control Line ONLY** (tethered aircraft) club that operates from one flying site at **Kilcona Park, 1229 Springfield Road, Winnipeg, Manitoba**. All persons using this control line only modelling site must:

- 1). Be MAAC members in good standing,
- 2). be members of the WPCFC Club or an invited guest and,
- 3). agree to follow the MAAC Safety code and all other Club rules,
- 4). abide by and follow all conditions as stipulated in the WPCFC LEASE AGREEMENT with the City of Winnipeg, Parks and Recreation designating the site as a Control Line ONLY model airpark.

In the event of an emergency call (911) or (204)-986-6222 (city of Winnipeg Police) and the address for first responder is 1229 Springfield Road-Kilcona Model Airpark (WPCFC).

Normal operation procedures and Club Safety Rules

The WPCFC Site is located in "uncontrolled airspace" - RPAS operation including mRPAS is not allowed- no exceptions.

The agreement with the city of Winnipeg, Parks and Recreation, only permits recreational tethered aircraft operation, providing we meet the following conditions:

- 1). No flying before 9:00 a.m. or after one half hour before sunset.
- 2). grounds maintenance is conducted according to the "Adopt-a-Park program".
- 3). Clean up debris after all club activity.

- 4). any park improvements/additions must be approved by City of Winnipeg, Parks and Recreation.
- 5). **The space as defined by the City of Winnipeg Parks and Recreation dept by Adopt-a-Park agreement with the WPCFC is for the exclusive use of the WPCFC during posted operating hours, signage at ALL access points (N,S,E&W) are clear and visible to the general public. (e.g.: No dogs, no drones, MAAC's enter at your own risk published safety signage, tethered aircraft only).**
- 6). **No RPAS, RC, DRONES are permitted under any circumstances.**

These rules are available in print or online.

- 1). I will ensure that the designated flying area is clear of all/any debris or obstacles.
- 2). I will ensure that the designated flying area is CLEAR of ALL NON-ESSENTIAL participants and Spectators.
- 3). I will subject my complete control line system (including safety thong) to an inspection and pull test prior to flying.
- 4). I will always use a tested "safety thong" when flying any aircraft.
- 5). Random safety inspections will be conducted at the discretion of the presiding "Safety Officer", any suspect aircraft and control system will be subject to removal if not airworthy.
- 6). The pit area (as marked on the south side of the site) must be marked off by a white line marker or orange cones to protect and designate the active "PIT" area with 3-meter clearance from active circle and by-standers.
- 7). A fire extinguisher is present for all powered aircraft operations.
- 8). No flying will commence before 9:00 a.m. or after A HALF HOUR

BEFORE sunset.

9). The two WPCFC active Flying Circles are located as marked (on the site diagram) and Circle # 1 is for a maximum line length of 70 feet radius, including pilot and Circle # 2 is for a maximum line length of 65 feet radius, including pilot.

10). All flyers at the WPCFC site must be MAAC Members.

11). All flyers at this site must be WPCFC members or be a sponsored/invited guest with an active MAAC membership.

12). The safety of bystanders and club members is our prime focus. The following procedures shall be followed at all times: The following are club procedures for ensuring by-stander safety: (NOTE! All non flying club members or knowledgeable persons are "SPOTTERS").

a). signage is posted at all borders (N,S,E&W) of the Flying Site indicating: tethered aircraft only, enter at your own risk (as per MAAC signage supplied to all clubs), No Drones, No Radio Control, no RPAS, no Dogs, Signage declaring the site as the Kilcona-Control Line Model Park.

b). When "Flying" "WITH A SPOTTER" any member or non flying knowledgeable person (Spotter) spots a by-stander approaching the flying area that might present a safety concern, they respond in the following manner: The spotter will move towards the individual while raising their hand and yelling – STOP! The spotter will then respectfully counsel the person as to where to stand. The pilot after hearing the "STOP" instruction will climb to and maintain level flight at least 30 degrees' above the horizon until the circle is secure and the bystander is clear. There must NEVER be any potential for contact between a flying model and a person regardless of reason. **If required, you are expected to intentionally crash your model to avoid any risk for a bystander.**

c). Any person attempting an approach toward the circle/pilot while a model is flying WITH NO SPOTTER, the pilot shall immediately climb the

model to an altitude of (30 degrees) (above head height), then while observing the individual the pilot shall raise his/her non-flying hand toward the individual and yell- STOP! If the individual stops and holds position the pilot will give a "THUMBS UP" and maintain altitude for an additional two laps at the 30-degree altitude. With no further movement by the spectator the pilot may resume the flight. However, if the person continues their approach the pilot shall maintain the 30 Degree flight level and if necessary, as a last resort, may ground the aircraft. There "shall never" be contact between a flying model and a person, for any reason. (This action could require a forced/intentional landing/crash away from the approaching bystander).

13). NO MODEL WILL BE ARMED OR STARTED UNLESS IN THE DESIGNATED AREA (EITHER THE PIT AREA OR FLIGHT LINE). For "ELECTRIC powered aircraft the following applies: a). SHALL be equipped with an "ARMING PLUG", b). an "Arming Plug may only be installed just prior to flight, while on the flying surface, c). Shall not be removed from the flying surface until the "Arming Plug" has been REMOVED.

14). Physical barriers are not required except the use of "Yellow Caution Tape" at the north boundary when flying either "WITH OR WITHOUT" a "spotter". "CONTESTS" will employ the use of "Yellow restraining rope" at the entire North end of the Flying Site (at the tree line openings supported by metal stands approx. 42" above ground level), as well as "Yellow Rope" strung across the currently installed "bollards at the East, West and South borders.

15). There are no other risk mitigating strategies required at the WPCFC Flying Club.

16). The WPCFC flying club executive will review these rules at least once a year.

17). The WPCFC will display and possess their "**APPROVED**" SOC operating document as renewed.

COMPLIANCE:

ALL WINNIPEG PERFECT CIRCLE FLYING CLUB MEMBERS EXPRESSLY STATE THAT BY ENTERING ONTO THE PERMITTED "ADOPT-A-PARK" - KILCONA WPCFC FLYING SITE LOCATED AT 1229 SPRINGFIELD ROAD , WINNIPEG, MANITOBA THAT *THEY SHALL ABIDE BY ALL THE RULES AS LAID OUT IN THIS DOCUMENT.*

I HAVE READ AND UNDERSTAND ALL OF THE ABOVE RULES AND AGREE TO BE BOUND BY THEM.

MEMBER NAME (SIGN) _____

MEMBER NAME (PRINT) _____

MAAC MEMBER NUMBER _____

WPCFC MEMBERSHIP VALIDATION _____

DATED THIS _____ DAY OF _____ 20 _____

SITE MAP AND DRAWING-ATTACHED

