

West Kootenay Model Club Rules 2023

Poupore Flying site.

These rules are available in print or online. The club will endeavor to keep a copy at the modeling site and provide all members with a copy.

RPAS and mRPAS operation is **not permitted** at this site because the site is in Castlegar (CYCG) Class E Controlled airspace.

This club allows the following modeling categories:

Tethered (control line), Free flight, Space models, surface vehicles.

Administrative

All persons using this modeling site must:

1. be MAAC members in good standing.
2. be members of the West Kootenay Model Club, or an invited guest and
3. All members must abide by the current category safety rules and regulations of MAAC, the West Kootenay Club (WKMC), and Transport Canada pertaining to the use and operation of radio-controlled models, including model aircraft.

In the event of an emergency, phone 911 and the civic address for first responder is Lot 70, District Lot 4598, Kootenay District Plan 4882. GPS 49.2216/-117.6693. (The local people say it's at the end of Columbia Road past the rock quarry.)

4. Model aircraft have right of way over vehicles arriving or leaving the pit area on the South end of the Poupore Site. Please drive up with care.
5. All vehicles must use the designated parking area any time flight operations are in progress' Parking at the pit area is allowed only to load or unload equipment.
6. The discharge of firearms is prohibited.
7. Pyrotechnics are not allowed on the premises.
8. All spectators must remain in the designated spectator's area no crossing into the pit and pilot's area.
9. No alcoholic drinks or drugs are allowed on the property. No flying will be allowed under the influence of alcohol or drugs. WKMC is a non-smoking field.
10. Take all garbage with you and pick up any litter.
11. Be respectful and courteous to each other and the property owner (U.S.C.C. of Grand Forks B.C.)
12. There is a Portable Washroom available.

Normal operating procedures and Club safety rules

All modeling categories (RPAS, Control Line, free flight, space and surface vehicles)

1. A fire extinguisher must be present for all power model operations, and one is available on site. Also use a bucket of sand for damaged Lipo batteries.
2. Except as permitted, no other flying/modelling when anyone (members, animals, vehicles) is on the field or past flight line.
3. All pre-flight inspections or model assembly shall be done in the designated area away from the active modeling area.
4. Batteries shall not be connected to electric powered models unless the model is restrained in the designated start-up area – no exceptions.
5. Batteries shall not be connected to launch/ignition equipment or active systems shall not be connected to igniters, and launch keys not inserted unless the model is on the launch pad either restrained or ready for launch – no exceptions.
6. 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 members are modeling. All engine run-ups should be inside the designated pit area.
7. Do not stand in the line of the prop arc of a running engine.
8. Do any required range check of RC models before the first flight/operation.
9. Radio range checks must be performed on new or crash damaged aircraft/models at the site.
10. No flying/modeling 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 town of Genelle or Castlegar. Night flying/modeling is not allowed Club unless your model is brightly lit. For tethered aircraft the entire flying circle and buffer area must also be well lit.
11. All airplane pilots will stand in the designated or agreed upon operator area when flying/modelling at WKMC.
12. If there is any type of near miss or safety concern between a full-scale aircraft, or a bystander and our models, ALL modelling 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 you must keep this form for one year. Resume modeling when done.
 - b. If the member or Club executive deems the event serious, modeling will not resume until members are given permission by the Club executive – in writing.

- c. If there is actual contact between an aircraft, bystander and a MAAC model – all modeling will cease until MAAC confirms we may resume operations.
 - d. This process is for your protection.
- 13. No free flying model aircraft operations (free-flight and space modeling) will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
 - a. If cloud is present below 1000' above the model flying area (above max rocket/free flight expected altitude)
 - b. a horizontal visibility requirement of less than 3sm around the modeling area, and
 - c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.
- 14. There are no aerodromes within 3nm of this modelling site.
- 15. There are no other risk mitigating strategies required at NAME Flying Club.
- 16. The Club executive will review these rules at least once a year.

RPAS and mRPAS are currently not authorized. The following text is a placeholder only.

- ~~1. Announce takeoffs, landings, and dead sticks so others may clear the way. Dead sticks have priority.~~
- ~~2. The direction of take-off, landing, and the traffic pattern will be determined by agreement of those at the site. If there is no wind, all take-offs etc. shall be away from the sun.~~
- ~~3. Takeoffs and landings shall be executed with the prevailing traffic pattern. Changes in the direction should occur only when all aircraft have landed, and all pilots have been informed.~~
- ~~4. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally adjacent to the pilot stations.~~
- ~~5. All turns after takeoff are to be away from the pit or spectator areas, and no flying is to be done over the pit, spectator, or parking areas.~~
- ~~6. No aircraft will be taxied back to the pit area. A shutdown of engines is to occur at the taxiway entry.~~
- ~~7. Notify all pilots before walking onto, crossing over, and exiting the runway.~~
- ~~8. All pilots must have a spotter if more than one aircraft is in the circuit.~~
- ~~9. Landing aircraft have the unconditional right of way. Landed aircraft shall clear the runway as soon as possible.~~

Tethered/Control line rules.

- 1. Control line circles are established on the field as indicated in the attached diagrams.

2. The maximum diameter is 70' and all pilots shall stand in the center of the circle – regardless of their line size. If using multiple other circles, please ensure there are sufficient buffer zones between all circles and one another/spectators.
3. All spectators and helpers shall remain outside the MAAC safety buffer zone distances.
4. MAAC “spotters” are optional at our site as by-standers are unlikely. The following are club procedures for ensuring by-stander safety:
 - a. When any member or other person spots a by-stander approaching the flying area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice.
 - b. ALL control line Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander.
 - c. The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Yelling in a firm loud voice “**STOP - stay back**” and waving your arm(s) is suggested.
 - d. If you perceive the bystander to be in danger, and do not have a reasonable expectation to ensure their safety, “ground/crash/stop” the model by any means possible away from the bystander and in a manner that is as safe as possible.

Space Models (Rockets)

1. The maximum size rocket are F size motors. However, given the forest surrounding the site, a more reasonable size limit is in the C to D range to keep altitudes low and recovery chances higher.
2. Do NOT launch any combustion style rockets if there is any fire risk for the area. Water powered or compressed gas rockets are acceptable.
3. Rocket launches should not occur if other modeling activities are also occurring. Members should coordinate a window for other activities to cease while the rocket(s) is prepared and launched.
4. Just prior to launching any type of rocket, scan the sky in a full 360 degrees for full-scale aircraft or by-standers in the launch or recovery zone. Do not launch unless safe to do so.
5. MAAC “spotters” are optional at our site as by-standers are unlikely. The following are club procedures for ensuring by-stander safety:
 - a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice.
 - b. ALL members must immediately stop any launch countdown and disarm the ignition system.
 - c. If a rocket has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and stay outside the safety buffer distance. Yelling in a firm loud voice “**STOP - stay back**” and waving your arm(s) is suggested.

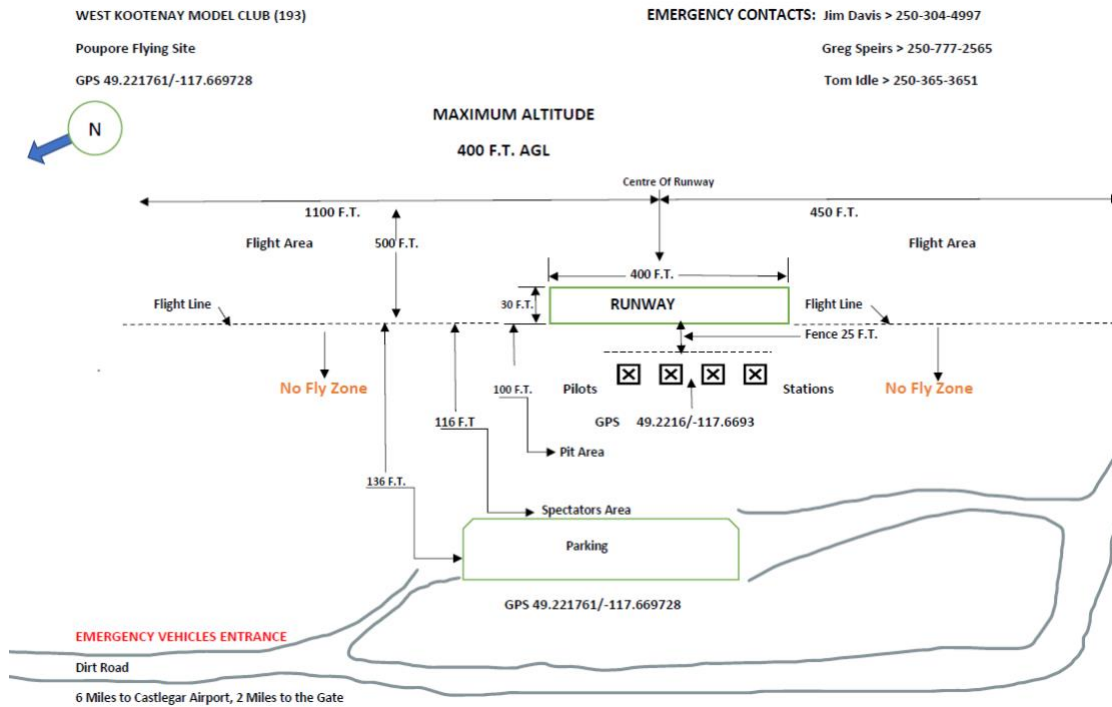
Free-Flight

1. Members must use good judgment when launching free flight model aircraft if the size and weight might pose a personal injury risk (rubber powered balsa and tissue or harder materials and glow/electric powered weighing 250grams and up).
2. Assess the wind conditions and likely drift direction of the model before launching. All launches must be done 45 meters away from spectators, parking areas and any other items of value. If you are not confident of the direction and pattern of flight, do not launch the free flight aircraft at this site or under those conditions.
3. MAAC "spotters" are optional at our site. The following are club procedures for ensuring by-stander safety:
 - a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
 - b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
 - c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Surface Vehicles – Cars/Trucks

1. Members must use good judgment when operating RC car or truck models based on the size, weight and speed combination which may pose a personal injury risk.
2. Members may operate surface vehicles anywhere on the site, provided they do not come within 30meters of by-stander areas. Distances from spectators and other non-participating MAAC members should follow the MAAC RPAS distance guidelines (7m, 10m, 30m).
3. MAAC "spotters" are optional at our site. The following are club procedures for ensuring by-stander safety:
 - a. When any member or other person spots a by-stander approaching the model area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
 - b. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from.
 - c. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

FIELD LAYOUT DIAGRAM



FLYING/MODEL OPEARTIONS AREA DIAGRAM

