

1 LONDON INDOOR RC COMMUNITY (LIRC) CLUB/SITE/EVENT RULES

1.1 SITE

Louise Arbour French Immersion Public School

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1.3 FOR INDOOR MODELLING ACTIVITIES

London Indoor Rc Community (aka in the remainder of this document as LIRC) have been given permission to conduct MAAC modelling activities indoors and fully

*understand and agree any permission granted applies to indoor activities **only** – no exceptions. Outdoor operations are covered under a separate SOC and set of rules.*

1.4 ADMINISTRATIVE

1.4.1 Club Name

London Indoor Rc Community (LIRC)

1.4.2 Club Primary Contact

admin@lirc.ca

1.5 INSURANCE CERTIFICATE DETAILS

1.5.1 Facility Owner for School Locations (TVDSB)

Thames Valley District School Board

1250 Dundas Street

London, ON N6A 5L1

Contact: 519-452-2000 Ext 21093

1.6 FLYING LOCATIONS' DETAILS

The following locations are to be considered the flying 'fields' for LIRC indoor operations.

1.6.1 Louise Arbour French Immersion Public School (TVDSB)

Address: 365 Belfield St, London, ON N5Y 2K3

Map Link: <https://maps.app.goo.gl/TCCYmqn9QrfWbZAx8>

Flying Dates/frequency: Weekly Monday nights from mid-Sept. through end of April

1.7 CONDITIONS FOR USE

1.7.1 Hard Requirements

All persons using this modelling site must:

1. Be MAAC members in good standing.
2. Agree to follow the MAAC Safety code and all other site rules.
3. Follow ALL the facility's operating requirements.
4. Be courteous and show respect for the facility, other pilots/attendees and their property.

Failure to meet the above hard requirements will be grounds for flying and, possibly, attendance rights to be revoked at all club locations.

1.7.2 General Requirements

1.7.2.1 Financial Support

LIRC operations rely on a donation model. We pay for our facilities rentals through the generous giving's of our members. When we have enough funds we rent a larger venue such as Carling Heights or BMO Centre.

Flying at the TVDSB locations is essentially free. Flying at the larger venues (Carling / BMO) is not. We do NOT require payment / donations to fly at the TVDSB locations; however, we DO require a modest fee to fly at the larger venues. Amounts for the larger venues will be posted / communicated as events are announced.

1.8 DOCUMENTATION AVAILABILITY

This document can be found on the club's website: <http://lirc.ca/>

1.9 EMERGENCY CONTACTS

In the event of an emergency, phone (9-11 or number) and the civic address for first responders is:

Louise Arbour French Immersion Public School
365 Belfield St, London, ON N5Y 2K3.

1.10 NORMAL OPERATING PROCEDURES AND SITE SAFETY RULES

1.10.1 Allowed Models

LIRC sites allow the following modeling categories:

mRPAS, RPAS, Tethered (control line), Free flight, surface vehicles.

1.10.2 mRPAS/RPAS Procedures and Rules

1.10.2.1 Definitions

Field: At each site / gym the area where flying and other model operation may take place.

Flight line: At each site a line on the gym floor at which pilots must fly from.

Pit Area: The area behind where the pilots fly where equipment/models/people may stand / be situated when not operational.

Guest Area: Same as Pit Area.

** The above will be well defined and made known at each facility before new pilots are allowed to fly.

1.10.2.2 Procedures / Rules

For members operating mRPAS/RPAS (flying models) at any LIRC site:

1. All pre-flight inspections or assembly shall be done in the Pit Area.

2. Batteries shall not be connected to electric powered models unless the model is restrained, or the propulsion system deactivated/de-armed or otherwise inoperative – no exceptions.
3. Batteries may be charged on site if needed; however, the following must be followed:
 - a. Charge on a consumable/easily replaceable object (eg. Table / chair) and not on the gym or stage floors.
 - b. If you have questions ask someone for assistance – do NOT assume anything – batteries can be volatile if not treated properly.
4. The direction of modeling/take-off landing, and traffic pattern will be determined by consensus of the pilots currently flying. If no other pilots are flying it is the flying pilot's discretion. Generally, though, LIRC sites operate in a left-hand pattern (take off left to right).
5. Recovery of RPA that land/crash in the modelling/flying area will be done in agreement with all other modellers/pilots flying. Pilots retrieving their models will YELL "on the field" (or something similar) to ensure other pilots know they are going out AND then will pause to ensure acknowledgement by other pilots. **Do not fly/operate a model directly over/near other persons recovering a model.**
6. Pilots will not deliberately fly near facility fire retardant equipment OR things like school decorations or anything that if struck by a plane/its propeller would be damaged or cause incident.
7. MAAC "spotters" are not required at our site. The following are site procedures for ensuring bystander safety:
 - a. When any member or other person spots a bystander that might come into the Field (flying) area unsafely, they are to yell out "BYSTANDER" (or similar) in a loud voice.
 - b. ALL modellers must immediately stop modeling activities in that area and if possible, land/return to the pit area as soon as safely able.
 - c. When the bystander's safety is no longer a threat, the person who gave the warning shall yell "ALL CLEAR", or the modelers/pilots may make that determination themselves, and resume modeling/flying.

1.10.2.3 Indoor Combat Rules

LIRC does allow indoor combat. Pilots must adhere to the following extra safety rules when doing so.

1. Combat sessions must be announced well in advance and existing / flying pilots must be allowed to finish their current battery and land safely and without pressure.
2. **ALL** attendees be they pilots or non-pilots **MUST** be made aware that combat is about to start. They must be aware of this and be aware that they need to pay attention to what is going on.
3. Combat pilots must be 'checked out' / approved of by a senior skilled combat pilot. At a minimum the following must be true of the prospective combat pilot:

- a. The pilot must be able to fully control their plane without hitting ceiling, walls, or going behind the flight line.
- b. The pilot must be able to perform figure 8's, rolls, and tight turns with reasonable confidence and without crashing.
4. Combat rounds will not last more than a few minutes at a time and pilots will be sensitive to pause combat to allow 'normal' flying within reason to allow non-combat pilots fair opportunity to fly.
5. Any plane with a dislodged battery **MUST** be immediately landed and the battery affixed properly before returning to a combat round.

1.10.3 Emergency or Safety Procedures

1. If there is any type of near miss or safety concern between a model and a bystander, ALL modelling SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the club/site/event organizer 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, and resume modelling.
 - b. If the member or Club/site/event organizer deems the event serious, modelling will not resume until members are given permission by the club/site/event organizer – in writing.
 - c. If there is actual contact between a model and a bystander – all modelling will cease until MAAC confirms we may resume operations.
 - d. This process is for your protection.
2. In the event of a medical emergency:
 - a. Dial 9-1-1 and provide the operator with the nature of the injury and the location of the event.
 - b. The event organizer or primary responding member should designate another member to go to the building entrance and wait for emergency responders to arrive and guide them to the injured party.
 - c. If needed anyone with 1st aid and/or CPR / medical training should take charge of the injured person until first responders arrive.
 - d. In the event an attendee must be taken to hospital the event organizer will ensure that the injured's property is secured and returned to them as soon as possible.
 - e. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the club/site/event organizer and follow MAAC policy.
3. There are no other risk mitigating strategies required at LIRC modelling sites.
4. The Club/site/Event organizer/executive will review these rules at least once a year.

1.11 SITE DIAGRAM/S

1.11.1 Louise Arbour

