

**Wheat City Aero Modelers
Main Field Rules
2024**

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Club: Wheat City Aero Modelers (#365, Zone D)

Field Name: Main Field

Location: From Brandon. East on PR 457 (Veterans Way) to the Chater turn (PR468), turn south onto the gravel road and go approx.. 1 km to flying field chain gate on right.

Pilot Station Coordinates: 49° 51' 12" N, 99° 49' 45"W

Contact(s): Ken McNarland, #87914 President, cell 204-761-7479
email kenthedrummer@hotmail.com

Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing.
2. be members of WCAM, or an invited guest of WCAM and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing, or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Guests and Spectators are welcomed, but must remain behind the maintenance area, unless they are accompanied by a club member.
2. Parking is allowed behind the pits and gazebo in the mowed area. Pets are welcomed, but they must remain leashed at all times. (please pickup after your pet). Garbage and recycling bins are next to the gazebo. The outhouse style toilet is west of the gazebo, and we endeavour to keep it stocked with paper and sanitizer, if it runs low, let someone on the executive know.
3. Visiting pilots will be briefed on all aspects of operations at our site, and shown the location of the club rules by a club member or executive.
4. The club will endeavor to keep at copy of these rules at the flying site.
5. These rules will be reviewed annually by the club executive and updated as needed.

Site/event emergency response requirements

1. **In the event of an emergency, call 9-1-1 - the coordinates to be provided to first responders is:**

49.853333, -99.829167.

From Brandon. East on PR 457 (Veterans Way) to the Chater turn (PR 468), turn south onto gravel trail for aprox. 1 km to flying field entrance on right.

2. In the event of fire or injury, the fire extinguisher and first aid kit are located in the gazebo. If you use them, let an executive member know, so we can replace them.
3. A fire extinguisher must be present for all powered model operations.

MAAC Approved Modelling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits	Rules
mRPAS	Less than 250 grams	400'agl	Site Rules
RPAS	25kg or less	400'agl	Site rules
Tethered (Control-Line)	<3kg/.25ci	1 flying circle	Site rules
Free flight	<1kg rubber power	N/A	Site rules
Space Models	Not approved		
Surface Vehicles			

MAAC Approved Site Add-ons

The following “add-ons” have been approved at this site, provided all relevant MAAC rules, policy and SFOC conditions are adhered to by the site and its users. The rules are explained in each sub-section of this document.

Approved Add-on	Weight/Power Limits	Altitude/operating limits	Rules
RPAS Weight	Not Approved		
RPAS Altitude			
RPAS Altitude and Weight			
Permanent Event Approval			
RPIC			

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements - There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements - All RPAS shall have a failsafe system in the event of link loss/fly away. All IC powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted – or similar.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements –mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight.** Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements - All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - This site does not require VO's for RPAS operations below 400'agl and sub25kg operations. Unless the SOC/site rules state otherwise, at most other sites any responsible person can be trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.
3. Club/Site/Event requirements - Spotters shall be used at any time there are 2 or more pilot's stations in operation, and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers

1. Visual observers (VO) are optional. When required at this site, no member shall operate an RPAS unless:
 - a. A visual observer(s) must be present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
 - b. A minimum of one visual observer per flight line is required.
 - c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.

- d. Positioning the VO where they have unobstructed sight lines is important – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
 - e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
2. These rules ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
- a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning**
 - c. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - d. **Lateral deconfliction maneuvers are prohibited above 60’AGL.** Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - f. Thereafter modeling activities may resume as normal.

Air Boss – ATC Coordinator

This site is in uncontrolled airspace – an Air Boss is not required

RPIC – RPAS Pilot in command

Not approved

Instructors/Demo flights

If an Instructor is teaching a student, they shall be the only RPAS airborne, and should limit flights to 15 minutes or less.

Spotters

Spotters are not required at this site.

Airspace requirements or permissions

1. mRPAS requirements – no permission is required.
1. RPAS CAR requirements - This site is in uncontrolled Class G airspace. The nearest controlled airspace vertically starts at 700’agl, and laterally is 0.4 nm northwest (CYBR Class E CZ). This site is located in

Class G uncontrolled airspace and is 04.nm southeast of the Brandon (CYBR Class E control zone. IF there is a fly-away to the northwest and you think it could travel that far, **notify Brandon “radio” at their emergency number – 1-204-728-7169.** They will notify ATC if required.

2. Club/Site/Event requirements - None.

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

1. In the event of a “fly-away” towards Brandon or Brandon Airport, you may (optional) call Brandon Flight Centre at 204-728-7691 and advise them of the issue.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for Brandon (CYBR) using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
 - a. no cloud ceiling (BKN or OVC) present at 1000’agl if the site approved altitude is 400’AGL or less, or no OVC or BKN ceiling less than 1000’ above any higher site approved altitude, and
 - b. the RPA will be able to remain 500’ vertically and 1 sm (statute mile) horizontally clear of any cloud, and
 - c. a horizontal visibility of 3sm (5km) or more around the flying area exists, and
 - d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.
3. Unless otherwise required by (a controlling agency agreement) or in the SOC, MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
 - d. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.
4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400’agl. Members shall use the Brandon weather channel time to determine legal night.

5. There is no maximum limit on the number of airborne RPAS permitted, provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilot's stations. Pilots may fly in formation provided they agree to do so. If someone wishes to carry out a tethered flight, it shall be the only flight at the time, as the circle is on the runways. Take turns with other pilots if required.
6. See site map for set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances are as follows:
 - a. The MAAC minimums should normally be respected – 7m flight line to pilot stations, 10m to pits, 30m to spectator and parking.
 - b. If a circle is required for tethered flight, it's location shall be the intersection of the runways.
7. Pilots are to ensure that their model has been properly assembled and tested for proper operation prior to each flight.
8. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
 - a. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions.
 - b. 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.
9. See flying area map below for the flying area and no-fly zones. Flying area is 30m south of veteran's way, 1500m east and west from the pilot stations. 30m restrictions apply to PR 457 (Veterans Way) as well as the farm and mail box turnout at the corner of PR.457 and PR.468
 - a. All flight and aerobatic displays shall take place to the north (far side) of the runway.
 - b. No flying over the pits, startup area or within 30 of the spectator area.
 - c. Only Pilots and spotter/assistant/instructor is to be on the field and at a pilot station while flying is in progress.
 - d. If there is maintenance being carried out on the field, ie. Grass cutting etc. It has priority, and no operations shall commence until it is completed.
10. The following are the site take-off, approach, landing and recovery procedures:
 - a. Pilots, or their spotter, shall call out all model movements to make other pilots and spectators aware of activity. ie; "taking off", "landing", "dead stick", etc.
 - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
 - c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - e. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Non-RPAS Normal Modeling procedures

Tethered model operations

Public safety

1. The flying area/circle edge is located at the eastern end of the main runway where the runways intersect.
2. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - **STOP!** - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people using the park may not speak English.
 - a. The pilot will upon hearing - STOP! - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
 - b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
 - c. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.
3. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. Members shall ensure any control line models are restrained in a start-up area prior to tuning or other powered maintenance.
2. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.
3. Members shall not use the control line circle if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the control line circle has finished their current flight. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.

Spectator safety

In the interest of safety, spectators of tethered flight may only observe from behind the pits, as the circle is on the runway, and off limits. As with RPAS "fly-aways", there is always a risk of a tethered "line break" and "fly-away" for a short distance. If the tethered circle edge is at least 15m from insured items (parking lots) that should be sufficient.

Free Flight model operations

Aviation safety

Free-flight operations should be limited to lightweight rubber band powered models only.

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.
 - a. Prior to launching/releasing any model, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The flight shall not occur until all involved are satisfied there is a safe launch window.
2. No free flying model aircraft operations will occur below the site 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 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**.

Public safety

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials.
2. MAAC "spotters" are mandatory at this site. The following are site procedures for ensuring bystander 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.

Member safety

RPAS operations have priority at this site. If the runway is being used for free flight, no RPAS operation is permitted when free flight is being flown. RPAS operation may resume once the runway and flying area is clear.

Spectator safety

The MAAC safety code requires FF aircraft to be launched 40m downwind from any spectators. No further restrictions are required.

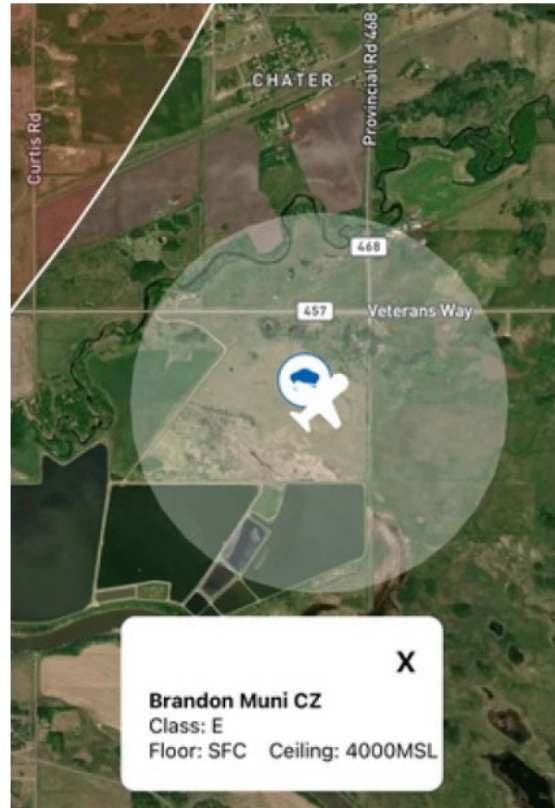
Emergency procedures

Fly-away or lost link.

1. In the event of a “fly-away” towards Brandon or Brandon Airport, you may call Brandon Flight Center at 204-728-7691 and advise them of the issue.
2. While our site is in uncontrolled airspace, we are only 0.4nm southeast of the Brandon (CYBR) Class E control zone. IF there is a fly-away to the northwest and you think it could travel that far, **notify Brandon “radio” at their emergency number – 1-204-728-7169.** They will notify ATC if required.

Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
 - 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 Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
 - b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
 - c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
 - d. This process is for **your** protection.



Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
 - i. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - ii. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

MAAC Add-ons

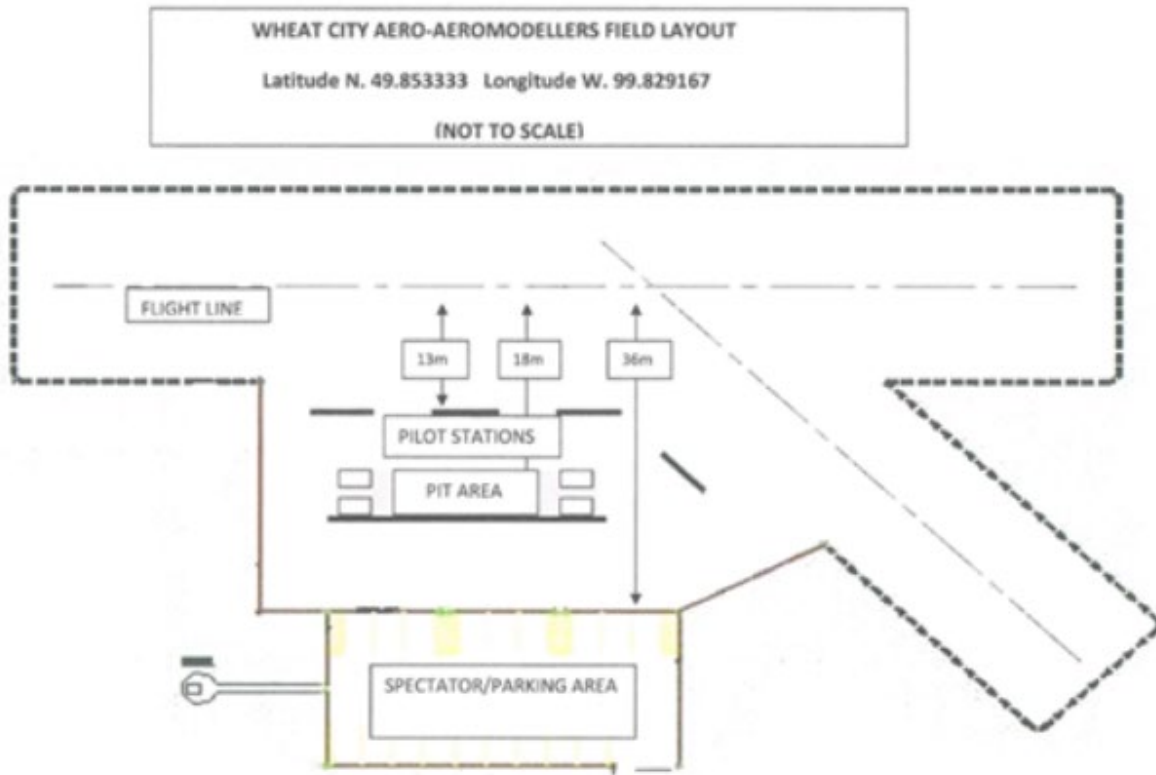
RPAS Operations Above 400'AGL - not approved

RPAS Operations Above 25kg - not approved

RPAS Operations Above 400'AGL and Above 25kg - Not approved

Diagrams/maps

Site set-up diagram.



Site Flying area diagram.



Event Approval (Permanent or individual)

This site has not been approved for permanent event approval – all events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.
2. **Outdoor events that are clearly listed as “member-only” events** regardless of reason such as competitions, fun-fly’s, fly-in’s, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase:**

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **“Advertised events”** - regardless of what you “named” your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)

MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
 - a) Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
 - b) Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
 - c) Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
 - d) Ensure the MAAC events warning sign is posted for the event.
 - e) Ensure all attending modellers/RPAS pilot are **current MAAC members**.
 - f) Take reasonable steps to ensure all attending modellers/RPAS pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
 - g) Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
 - a) MAAC warning signs are posted at all public entry points.
 - b) A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
 - c) All RPAS pilots sign the Transport Canada sign in sheet.
 - d) All RPAS pilots receive a briefing on site rules and
 - e) A visual observer is always present RPAS are flying.

3. Any member attending an event shall
 - a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
 - b) Not operate a model or RPAS unless they attend or obtain a pilot briefing.

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

**L'AÉROMODÉLISME
PEUT CAUSER
DES BLESSURES GRAVES!**

**PROCÉDEZ À VOS PROPRES
RISQUES!**