Middle Ontario Radio Control Modellers Inc.
Wings Of Hope Field Rules

February 2025

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: Middle Ontario Radio Control Modellers Inc. (#809, Zone E)

Field Name: Wings Of Hope Field

Location: 3230 Zimmerman Rd., Town of Lincoln

Pilot Station Coordinates: 43° 7' 19.4" N 79° 29' 32.47"W

Contact(s): Carl Cimprich, MAAC# 44232-L, Club President,
morcm.inc.2023@gmail.com, 289-407-2225

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of Middle Ontario Radio Control Modellers Inc (MORCM)., or an invited guest of MORCM
3. and agree to follow the MAAC Safety code and all other site rules.

A copy of these rules will be available to any member who is operating an RPAS, and will be posted at the club flying site.
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. Non MAAC Guests and Spectators are not permitted beyond the indicated spectator areas.
2. No pets are permitted to roam freely on the premises.
3. These rules are available to all Pilots both online at www.maac.ca and in the Field binder on site.
4. The Club executive will review these rules at least once a year.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 the civic address for first responders is 3230 Zimmerman Rd., Town of Lincoln.

1. During events fire extinguishers will be located at the flight line and at the Registration Desk.
2. Fire extinguishers are mandatory on standby, during start up and are to be available during any turbine activities.

3. First Aid Kit will be available at Registration Desk during events and in designated cabinet fixed to the club building on site.

Modelling Rules

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
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	3kg/.35ci	2 flying circles
Free flight	<2kgs	400'agl
Space Models	Not Approved	
Surface Vehicles	25kg/50cc	Site racetrack

MAAC Approved Site Add-ons

This site has not been approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
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 are not to be operated at the same time as registered RPAS. All other club rules also apply to mRPAS. 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:
   a. This site is in a noise sensitive area and all IC powered models must be muffled and checked for excessive loudness. No model louder than 90dbA measured at 10metres, or 60dbA at the roadway are permitted. (Town of Lincoln). ALL powered models shall have sufficient sound muffling to provide 90 dBA as measured 10 m from its source; or, 60 dBA as measure at the Point of Reception(road way), provided an accurate reading can take place c. The threshold which is first to occur will apply as the maximum level of noise.
   b. Camera Drones and FPV flying have been forbidden by the land owner and are NOT PERMITTED.

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. There are no other qualification requirements for other modelling categories. MAAC Membership is required to fly at this site.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The use of a Visual Observers is mandatory at any event where the public is in attendance.
3. Club/Site/Event requirements - Spotters shall be used at any time there are 4 or more pilots stations or RPAS in operation, anytime the RC Car track is being used while RPAS are flying, 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 **mandatory during events where the public is in attendance.** When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is 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. Position the VO where they have unobstructed sight lines – 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 Class G airspace – an Air Boss is not required

RPIC – RPAS Pilot in command
Not Approved

Instructors/Demo flights
Recognized Club instructors may give demonstration flights/introductory flights to non-MAAC members provided they use a buddy-box type system so that the RPAS pilot is able to assume immediate control. Physically transferring the transmitter back and forth is not permitted for these or any other training activities.

All other instruction is at member discretion, provided the instructor maintains direct supervision and oversight for the operation of the RPAS

Spotters
Any spotter requirement will be included in the event briefing.

Airspace requirements or permissions

This site is wholly in Class G uncontrolled airspace. The nearest controlled airspace vertically is Class E Transition Area at 700'agl. The nearest controlled laterally airspace is over 8nm away.

Site elevation is 637'msl

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.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for **Wings Of Hope Field** 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) estimated at 1000'agl if the site approved altitude is less than 400', or 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 an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
   c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

   NOTE – there is no aviation weather available for Wings Of Hope Field so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. 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. No flying will commence until one half hour after sunrise, (after 9:00 am for internal combustion or turbine) and will end one half hour before sunset, the time of which is available on the Weather Network App for the town of Lincoln. Night flying is not allowed at MORCM Club unless your RPA is brightly lit.

5. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl.

6. Pilots may fly in formation provided they agree to do so.

7. Normal site 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 shown in **Fig#1**

8. Members and any visiting pilots are responsible to ensure the operational integrity of all RPAS by conducting any relevant pre-flight assembly and daily testing requirements, including assuring RPA fail-safe settings are active and operating as expected. All pre-flight inspections or assembly shall be done in the designated pits area.

9. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
   a. Tethered model circles are shown in **Fig.2.**
   b. Both tethered circles may operate at the same time.

10. Gas/glow/turbine models must be restrained and started while adequately restrained, in the start-up or pits area. Do not conduct prolonged tuning if other pilots are flying. WARNING! – using the "safety tables" to run up engines of large past an idle is DANEROUS! ALL throttle run-ups shall be performed ON THE GROUND while RPA is restrained.

11. A fire Camera Drones and FPV flying have been forbidden by the land owner and are NOT PERMITTED.

12. Flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation. The flying area is 400 x 700metres and si west of the flight line, ONLY. See Fig.2
    a. Two tethered model circles are shown in Fig.2 Both may operate simultaneously. Tethered models shall not operate during RPAS use. RPAS will always take priority.
    b. Surface models may also operate in the areas indicated in the tethered model circles though they may not share the same circle with tethered models. Surface models shall not operate during RPAS use. RPAS will always take priority.
    c. No RC activity is permitted during field maintenance, no flying over any farming activities. No flying shall occur if farming operations are taking place on the surrounding lands.

13. The following are the site take-off, approach, landing and recovery procedures:
    a. A fire extinguisher must be present on site for all powered model operations
    b. Pilots, or their spotter, shall call out all model movements.
    c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
    d. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    e. Prevailing winds will determine flight patterns such that initial take-off turns are away from the flightline.
    f. No person shall proceed past the pilot line stations without permission of the other pilots flying.
    g. No person shall carry or move running RPAS between pilot stations or within 10 feet of end stations.
    h. 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.
    i. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.

Non-RPAS Normal Modeling procedures

Tethered model operations

Public safety

1. The flying area/circle edge is to be at least 10 metres from the spectator line/barriers and 10 metres away from the barn building. Tether pilots shall demark this using caution tape or use of a spotter.

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
Tether model flying is not allowed at the same time as RPAS. RPAS operations will take priorty unless a special control line only event is in progress.

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.
4. Members may use one control line circle while the other circle is active as a RC car track.

Spectator safety
Spectators shall be 10 metres or more away from the tether circle edge and in the designated spectator area. All children and pets must be under adult supervision.

Free Flight model operations

Aviation safety
Only rubber powered free flight models will be flown at this site.

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 safey

1. All members shall ensure that the launching area is clear of all obstructions and persons except for mechanics and/or officials. Rubber power FF models are completely quiet so pilots should be aware of the presence of bystanders.

2. MAAC "spotters" are optional at this site. The following are site 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.

Member safety

Rubber powered FF aircraft shall not be operated while RPAS flying is in progress. RPAS activity takes priority.

Spectator safety

Rubber FF aircraft are to be launched 40m downwind from any spectators.

<u>Surface Vehicles (cars/boats) model operations</u>

Aviation safety

Aviation Safety is not impacted by surface models at this site

Public safety

1. All members shall ensure that the area is clear of all obstructions and persons except for mechanics and/or officials.
2. MAAC "spotters" are optional at this site. The following are site procedures for ensuring by-stander safety:

    a. When any member or other person spots a by-stander approaching the "RACE" area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
    b. If a surface race or other activity has already begun, the spotter or modeler should endeavor to warn the bystander to remain clear of the 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

Surface models shall not be operated while RPAS flying is in progress. RPAS activity takes priority.

Spectator safety

Some surface vehicles can be extremely powerful and heavy. Common sense is a must even for these. Spectators and bystanders should remain a safe distance from RC racing activity.

Emergency procedures

Fly-away or lost link.

In the event of a "fly-away", our site is wholly in uncontrolled airspace so there is no need to notify ATC

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.
   a) Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
   b) 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

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).

Over 400'agl and above 25kg Not approved

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 while 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.

Diagrams/maps

Site set-up diagram.

Fig.1

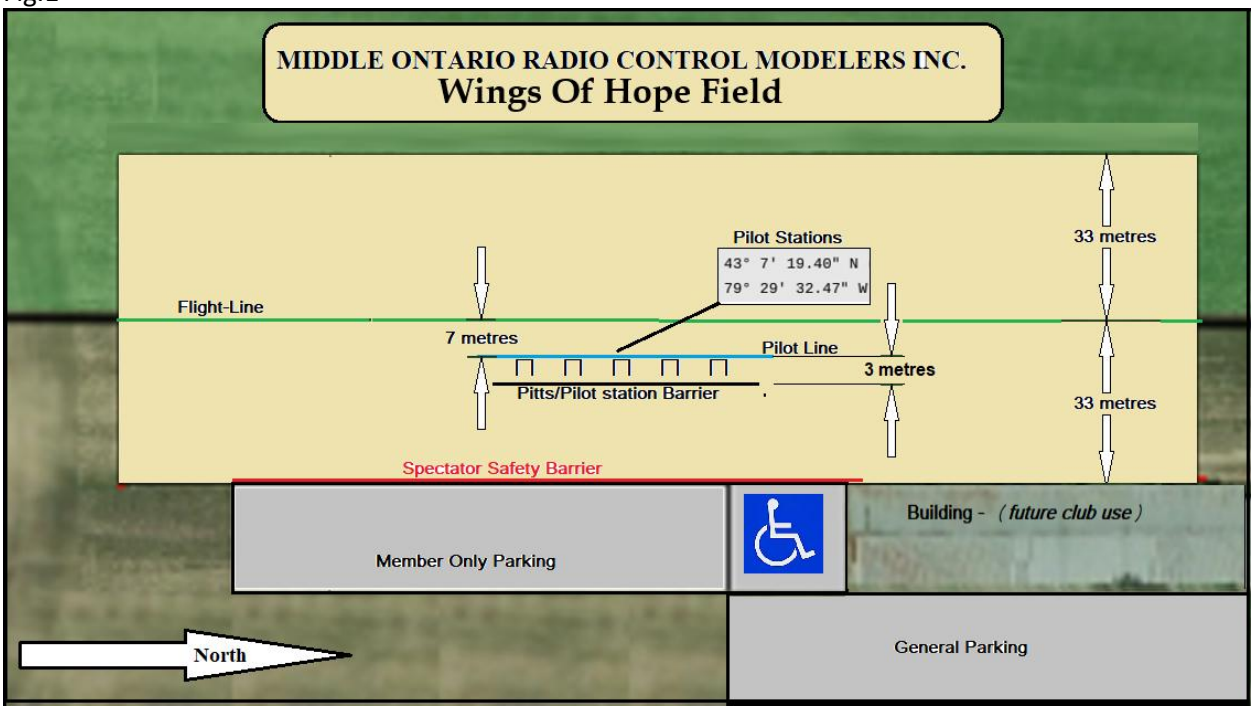
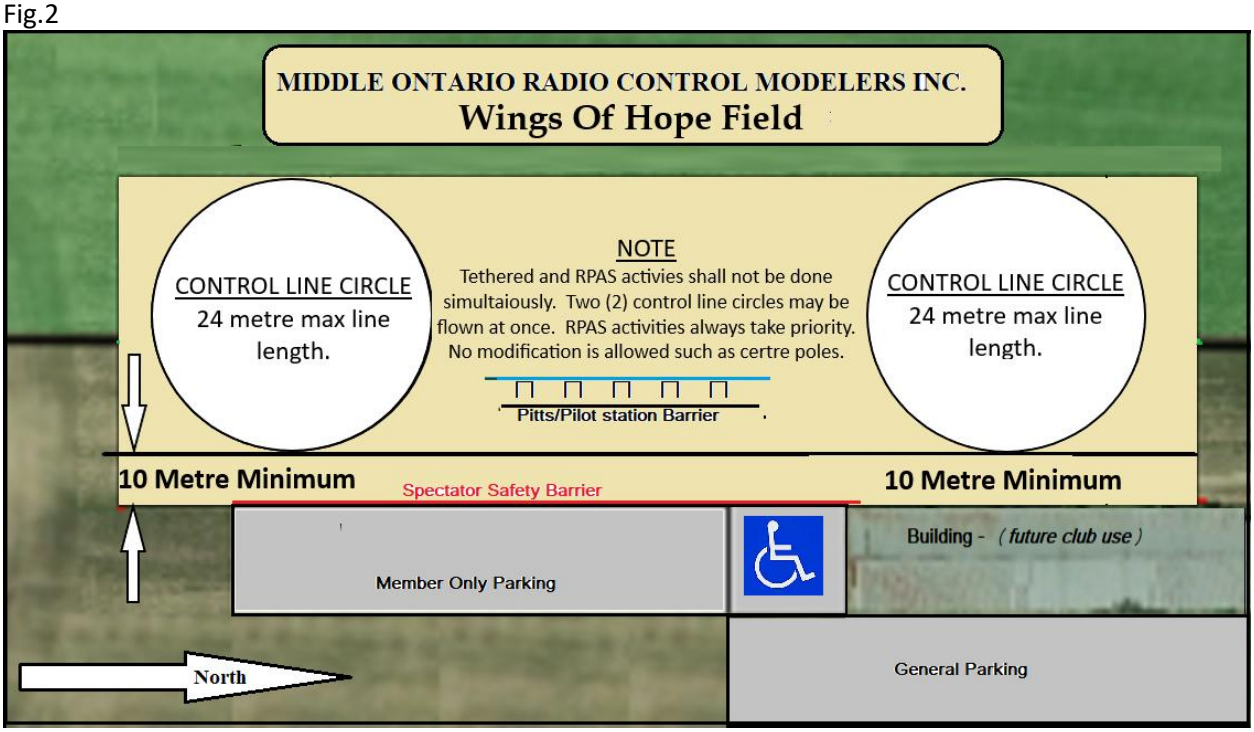
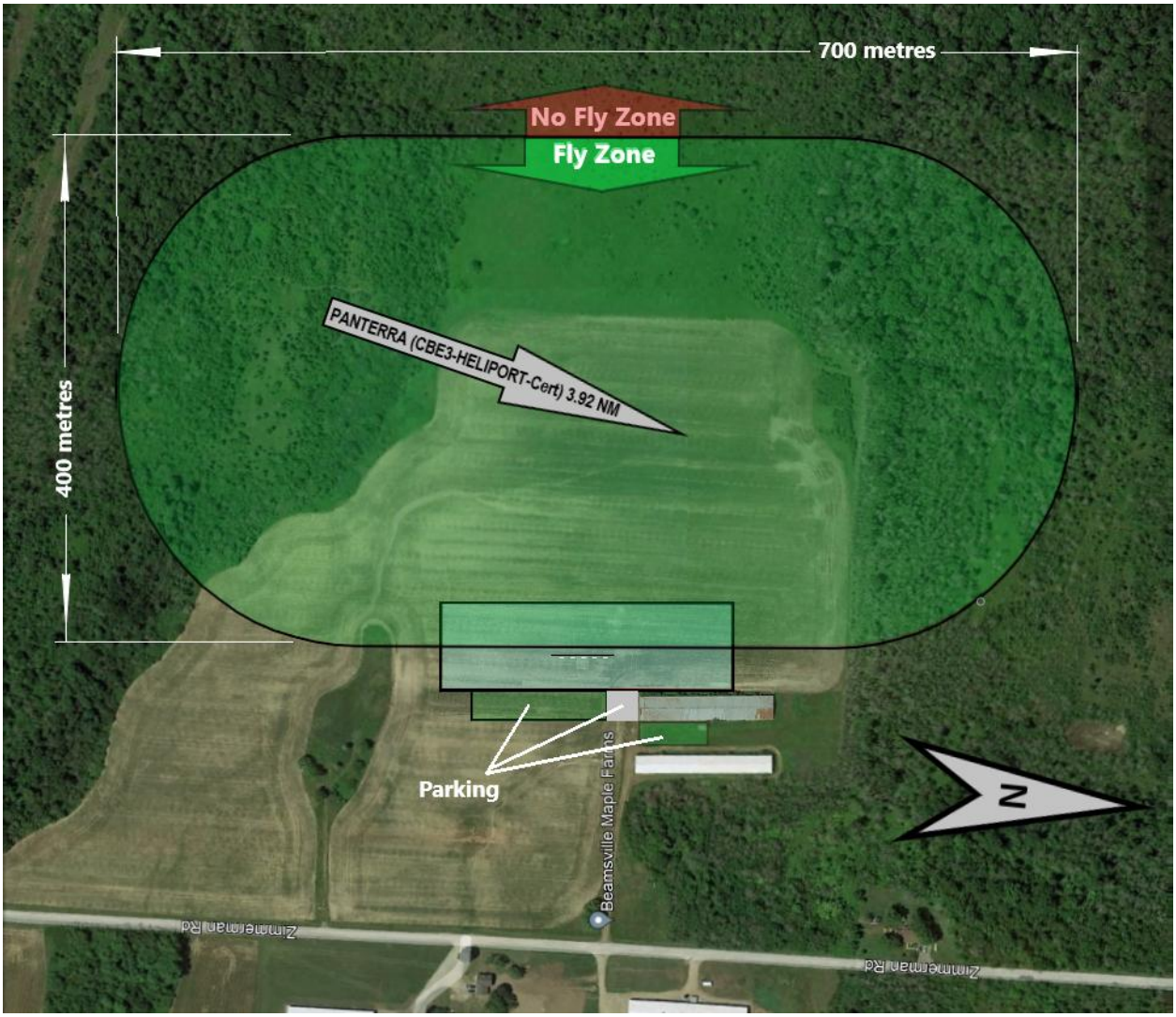
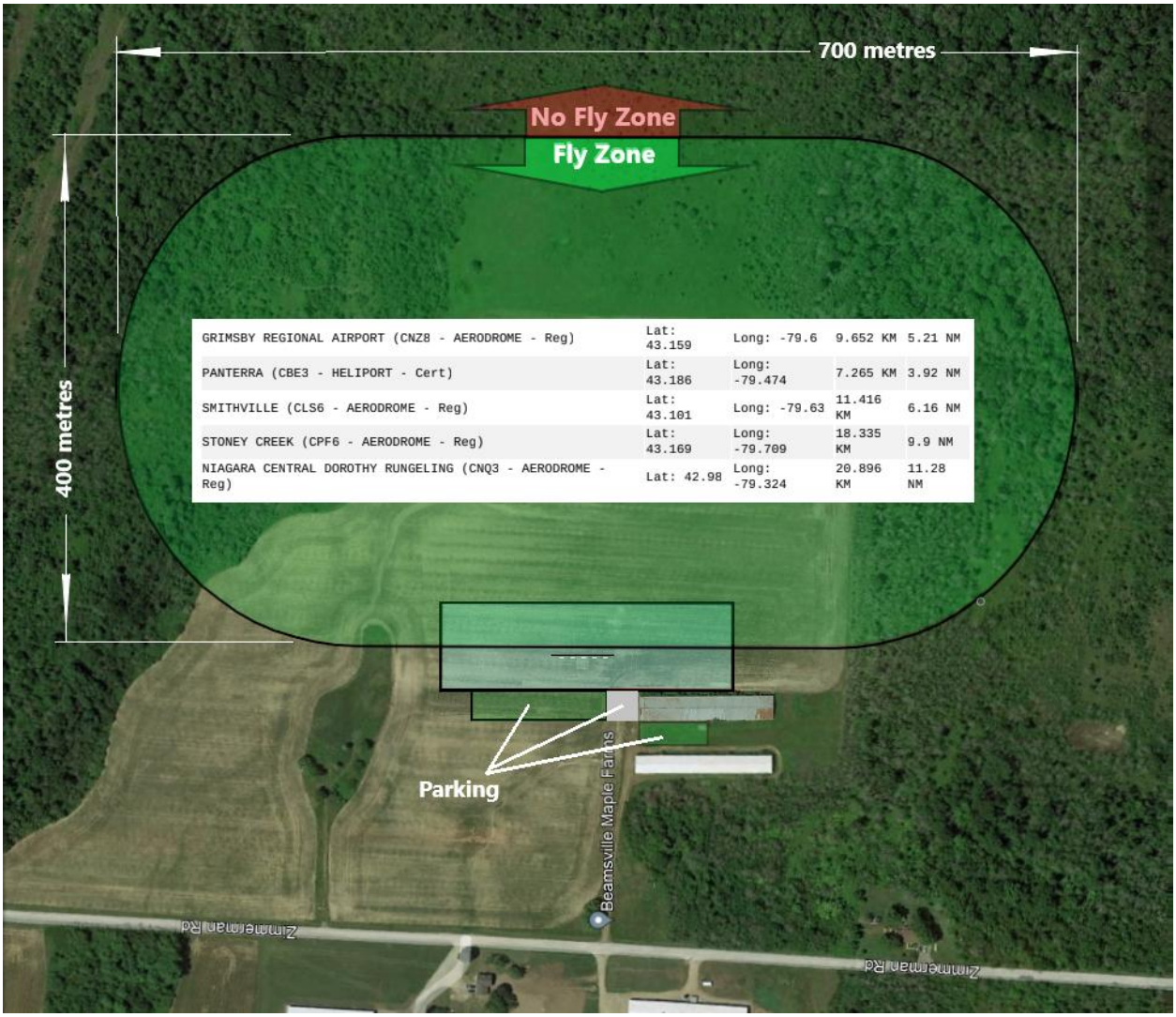
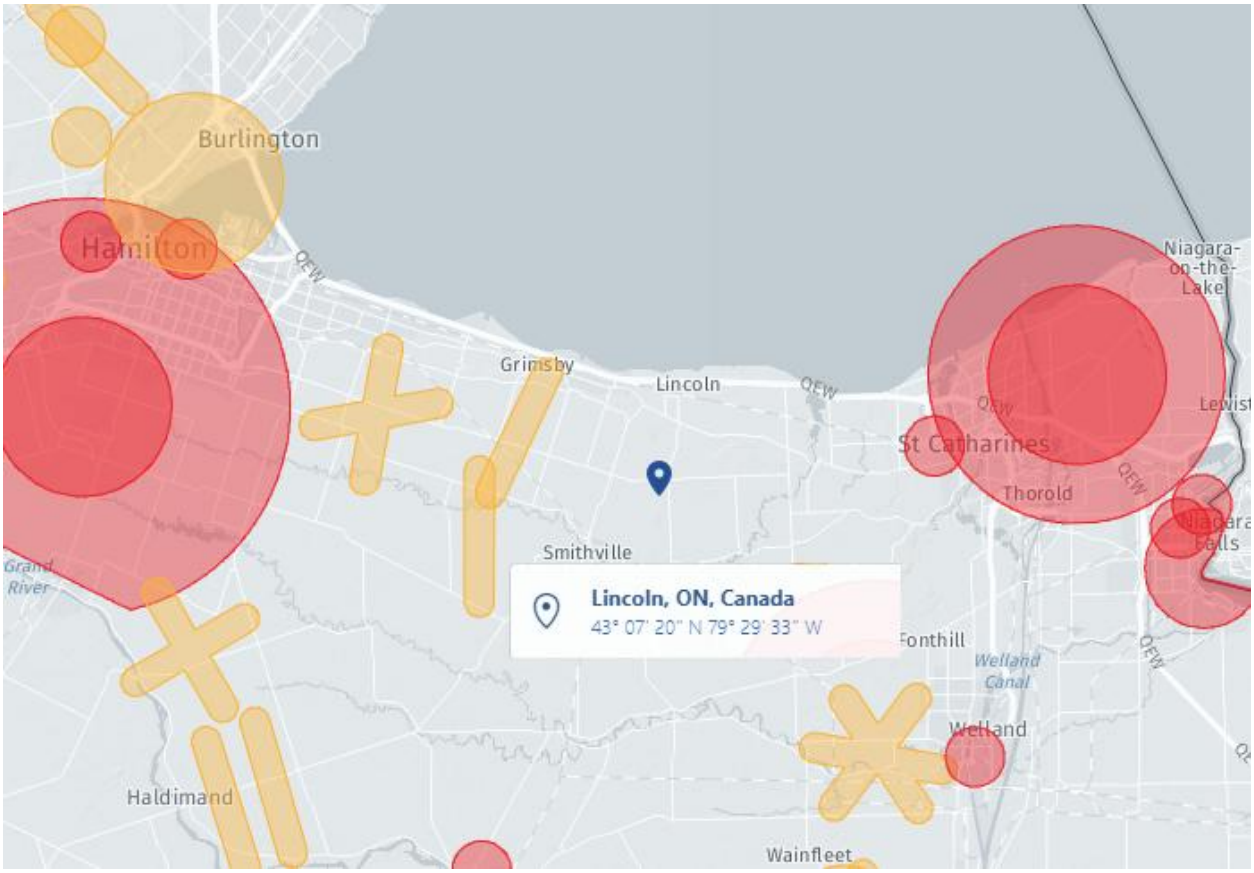


Fig.2


MIDDLE ONTARIO RADIO CONTROL MODELERS INC.
Wings Of Hope Field
CONTROL LINE CIRCLE
24 metre max line length.
NOTE
Tethered and RPAS activies shall not be done simultaiously. Two (2) control line circles may be flown at once. RPAS activities always take priority. No modification is allowed such as certre poles.
Pitts/Pilot station Barrier
CONTROL LINE CIRCLE
24 metre max line length.
10 Metre Minimum
Spectator Safety Barrier
10 Metre Minimum
Member Only Parking
Building - (future club use)
North
General Parking


700 metres
No Fly Zone
Fly Zone
400 metres
PANTERRA (CBE3-HELIPORT-Cert) 3.92 NM
Parking
Beamsville Maple Farms
Zimmerman Rd
Zimmerman Rd
N


700 metres
No Fly Zone
Fly Zone
400 metres
GRIMSBY REGIONAL AIRPORT (CNZ8 - AERODROME - Reg) Lat: 43.159 Long: -79.6 9.652 KM 5.21 NM
PANTERRA (CBE3 - HELIPORT - Cert) Lat: 43.186 Long: -79.474 7.265 KM 3.92 NM
SMITHVILLE (CLS6 - AERODROME - Reg) Lat: 43.101 Long: -79.63 11.416 KM 6.16 NM
STONEY CREEK (CPF6 - AERODROME - Reg) Lat: 43.169 Long: -79.709 18.335 KM 9.9 NM
NIAGARA CENTRAL DOROTHY RUNGELING (CNQ3 - AERODROME - Reg) Lat: 42.98 Long: -79.324 20.896 KM 11.28 NM
Parking
Beamsville Maple Farms
Zimmerman Rd
Zimmerman Rd


Burlington
Hamilton
QEW
Grimsby
Lincoln
QEW
Niagara-on-the-Lake
St Catharines
Thorold
QEW
Smithville
Lincoln, ON, Canada
43° 07' 20" N 79° 29' 33" W
Welland Canal
Welland
Haldimand
Wainfleet

W A R N I N G !

AEROMODELING MAY CAUSE SERIOUS INJURY!

PROCEED AT YOUR OWN RISK!

AVERTISSEMENT !

L'AÉROMODÉLISME PEUT CAUSER DES BLESSURES GRAVES!

PROCÉDEZ À VOS PROPRES RISQUES!