

Lundar Sport Flyers Club - Lundar Pond Site Rules

Lundar Sport Flyers is a MAAC Sanctioned Club. All persons authorized to use the club's sanctioned sites are expected to operate within the applicable areas of the MAAC safety code and applicable sections of the Canadian Air Regulations. (CARs)

In addition, we impose site specific rules and requirements on pilots that shall be followed. Failure to follow any of the following rules and requirements may result in membership termination.

Our sister club IRCMC shares access to two sanctioned sites. The Primary site is located within the Gimli Industrial Park and a secondary water-based site located near Lundar, within the Rural Municipality of Coldwell.

Administrative

Definition Glossary of Terms:

Model Aircraft – means any non-RPAS flying model which includes Free-Flight (F/F), Control Line (C/L) and Space Modelling categories.

Remotely Piloted Aircraft (RPA)- means a navigable aircraft, other than a balloon, rocket or kite, that is operated by a pilot who is not on board.

Remotely Piloted Aircraft System (RPAS) - means a set of configurable elements consisting of a remotely piloted aircraft, its control station, the command-and-control links and any other system elements required during flight operation. For all purposes the terms "RPAS" and "model aircraft" are no longer interchangeable (previously referred to as radio control or R/C aircraft).

Surface Models – models vehicles designed to run on the ground or water.

Safety Spotter – means a person, 16 years of age or older, who is assigned the sole task of actively scanning the sky in 360 degrees, for purposes of detecting and alerting RPAS pilots of any approaching full-scale aircraft. While they do not need to be a MAAC member, that is preferred.

The Lundar Site supports the use of:

- a) **RPAS** – Not exceeding 25kgs (55lbs), subject to any valid MAAC exemption.
- b) **Model Aircraft** - (Free-Flight (F/F), Control Line (C/L) and Space Modelling)
- c) **Surface models**

Lundar Membership

1. The Lundar flying site is for the use of paid members in good standing of the Lundar Sport flying Club or the Interlake Radio Control Model Club Inc. and MAAC members in good standing who are invited to attend scheduled events organized and/or supported by IRCMC.
2. Pilots operating RPAS, model aircraft or surface models must possess a valid MAAC membership and abide by the applicable provisions of the MAAC Safety Code and IRCMC and Site-specific rules found in this document.

3. Members may invite flying, or non-flying guests to the Lundar site. The member always assumes responsibility for their invited guests.
4. It is the responsibility of members to ensure that their invited flying guests are valid MAAC members and that all guests are briefed on Lundar Site specific rules.
5. Subject to any valid MAAC exemptions, all members and guests shall abide by applicable sections of Part IX of the Canadian Air Regulations.
6. All members and guests shall abide by any federal, provincial, or municipal legislation and/or emergency measures with jurisdiction over the Lundar site. (Ex: Fire Ban)
7. Any required MAAC Safety signage and Emergency contact information shall be maintained and posted prominently on site.

IRCMC Membership Resolution Policy:

1. The executive, through majority agreement, have the authority to immediately suspend a club membership for a breach of club rules.
2. The executive, through majority agreement, have the authority to reinstate a previously suspended membership.
3. Lundar Sport Flyers or the IRCMC retains the right to revoke any club membership by majority agreement of all paid members.

Lundar Sport Flyers Camping / Social Policy / Rules:

1. Any Social media posts by Lundar or IRCMC members are expected to be positive in nature and not reflect negatively on the club in any fashion. Members must understand that all social media content can be accessed by any person, official, media or government agency. It is to our benefit that any social media content reflects a culture of responsible fun and safety.
2. Members should consider "Social Issues" as a potential "risk" to Lundar any time the site is in use. Excessive noise / rowdy activity, not related to RPAS or model aircraft flying, can be just as serious a threat as safety violations. Coming into any conflict with neighbours is one of the top reasons flying sites are lost within Canada and usually leads to municipal sanction or land lease loss. Members are expected to enjoy reasonable fun but are expected to be responsible for their behaviour as well as their invited guests.
3. A membership is required for overnight camping at Lundar field. This requirement can be waived for scheduled events at the discretion of the Lundar or IRCMC executive.
4. Overnight camping is available to members participating in RPAS and Model Aircraft activities. The site is not to be used for seasonal / long term camping.
5. Members using generators at the field are encouraged to use the quieter, inverter type to reduce noise and encouraged to turn them off at night whenever practicable.
6. Members participating in overnight camping are responsible to organize and pay for campfire wood, equipment or supplies directly related to overnight camping.

Sanctioned Event Policy

1. An “Event Director” shall be named for all formally sanctioned events. The event director, or his/her delegate, shall remain on site for the duration of the event.
2. During flying operations of any officially sanctioned event, the event director, or his/her delegate, is responsible to ensure at least one properly briefed spotter is on duty within the designated Pilot or Spotter area during flying activities.
3. It is the responsibility of the event director, or his/her delegate, to ensure that any guest pilots are members in good standing of MAAC and have been briefed on site specific rules.

Normal Operating Procedures and Club Safety Rules

A copy of these rules, either printed or electronic must be available to RPAS pilots using this site. A printed version in a waterproof container will be left by the windsock.

1. The Lundar site flying area is an irregular Hexagon shape as measured from a central point 25’ west of the center of the pilot stations, extending westward 1,000’, right and left 850’ and 200’ east at the NE and SW corners. Refer to the site flying area maps for no-fly zone depictions. (Fig 2)
2. Located approximately 1.5 km east of Lundar, MB, this site is situated north of Provincial Rd 419 in the Rural Municipality of Coldwell. The Lundar site is situated 1.8 nautical miles from the center of the **Lundar Aerodrome (CKR4) 50°42'02.3"N 98°00'28.9"W** (Fig 1)
3. Model assembly should be done in the designated pit area. (Fig 3)
4. No powered RPAS or model aircraft of any type shall be armed or started within the designated “Pit Area”. (Fig 3)
5. Due to limits of terrain and varying wind conditions, pilots on any given day will determine the location for a safe start up area.
6. Batteries shall not be connected to electric models unless the model is restrained in a start-up area – **no exceptions.**
7. Gas/glow/turbine models must be restrained and started in a start up area. Do not conduct prolonged tuning if other pilots are flying.
8. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If no wind, all take-offs etc. shall be south to north but away from the sun.
9. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
10. Prior to launching / taking off, Pilots shall always confirm it is safe to do so with any pilot(s) operating airborne RPAS or model aircraft.
11. Unless otherwise authorized by exemption or valid MAAC altitude waiver, all RPAS or model aircraft flying activities shall remain within the designated IRCMC Airspace Boundaries up to **400’** Above Ground Level. (Fig 2)

12. Pilots should always clearly announce intentions to launch, take-off, land, or situations of engine failure where a “dead-stick” landing is imminent.
13. In the event where a pilot has lost control of a moving or airborne RPAS or model aircraft, an immediate and clear announcement should be made to make other pilots and persons on site aware and alert to potential danger.
14. Prior to any person moving forward of the pilot station area, for any reason, always confirm it is safe to do so with any pilot(s) operating airborne RPAS or model aircraft.
15. In the event of a person(s), not connected with Lundar flying activities, inadvertently entering the designated flying boundaries on foot or other means, pilots with airborne aircraft shall be notified immediately and land if safe to do so.
 - a) Flying operations shall be suspended until person(s) can be cleared from the designated flying boundaries.
16. A fire extinguisher must be present for all powered RPA operation.
17. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is **1.5km east of Lundar on Provincial Rd 419 in the Rural Municipality of Coldwell.**
18. There is no limit on number of airborne RPA. Pilots on site may agree to limit number of RPA airborne at any one time.
19. Pilots may fly in formation provided they agree to do so.
20. No flying activity shall take place while RPA recovery is being conducted within the designated flying area. (Fig 2)
21. During flying activities, non-flying member’s guests and/or spectators should not enter the designated pit area unless accompanied by a member. (Fig 3)
22. Pilots shall take all reasonable precautions to avoid flying over/near any vehicles using the site access road. (Fig 3)

The Lundar site operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information:

1. The aerodrome name is **Lundar Flying Club** (CKR4) and it is located 1.88 nautical miles west of our modelling site.
2. The aerodrome has 2 grass runways (12/30 & 24/90) and used by private aircraft. There are no hangars on site with one derelict aircraft that remains on the property. There is no staff or volunteer service on site. Little to no use in the winter. Any air traffic is sporadic (Fig 4)
3. The location of the Lundar site has no impact on any flying operations from the Lundar Aerodrome. (Fig 1, 4 &5)

4. In the event of a “fly-away” towards the Lundar Aerodrome, you may call the aerodrome operator at **(204) 762-5661** and advise them of the issue. This site is in uncontrolled airspace so there is no need to notify ATC.
5. Lundar and IRCMC club members should check for Lundar Aerodrome related NOTAM either using the [NAV CANADA NOTAM](#) portal or using RPAS Wilco app or similar. If you are the first pilot of the day and have printed a RPAS Wilco site survey, please leave it at the site for fellow modelers to reference.
6. The club executive has contacted the operator (OPR) of Lundar Aerodrome (CKR4), and they have expressed no issues with our RPAS site.
7. Any requests or concerns related to Lundar operations that are brought to the attention of the club executive by the Lundar aerodrome operator will be actioned and/or resolved at the earliest practical opportunity.
8. No flying 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 Lundar. Night flying is not allowed at the Lundar site unless your RPA is brightly lit.

Lundar Site / Manned Aviation Risk Mitigation Safety Rules and procedures:

Spotter Requirements:

1. Visual observers and MAAC “spotters” are optional at our site. The following are Lundar site procedures for ensuring full scale aviation safety:
 - a) When any member or other person spots a full-scale airplane that might come near the site, they are to yell out “AIRPLANE” in a loud voice.
 - b) ALL Pilots **must** immediately descend to as low an altitude as possible and then land as soon as safely able.
 - c) When the full-scale airplane is no longer a threat, the person who gave the warning shall yell “ALL CLEAR”, or the pilots may make that determination themselves, and resume flying.
 - a) No ambient noise shall be generated on site that directly interferes with a pilot, or spotters’ ability to monitor and/or warn active pilots of any potential conflicts with manned air traffic.

Pilot Responsibility:

1. A pilot operating an RPAS who becomes aware of an imminent collision with any manned air traffic shall retain responsibility, in all circumstances, to immediately take necessary action to avoid collision.

Reportable Incidents:

1. If there is any type of near miss or safety concern between a full-scale aircraft and our RPA, **ALL FLYING** 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 recall you must keep this form for one year (CAR901.49 (2)). Resume flying when done.
 - b) If the member or Club executive deems the event serious, flying will not resume until members are given permission by the Club executive – in writing.
 - c) If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
 - d) This process is for **your** protection.

Weather Minimums:

1. No RPA or other model aircraft flying will occur below the Club mandated weather minimum:
 - a) If cloud is present below 1000' above the model flying area
 - b) a horizontal visibility requirement of less than 3 statute miles around the flying area, and
 - c) if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
 - d) If you can see well beyond the town of Lundar, flying is normally permitted.

General:

1. There are no other risk mitigating strategies required at the Lundar site. (Fig 4)
2. The Club executive will review these rules annually to ensure compliance and email latest version to members with their yearly renewal package.



Figure 1



Figure 2.



Figure 3

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 23 February 2023 to 0901Z 20 April 2023

MANITOBA AERODROME/FACILITY DIRECTORY

LUNDAR MB **CKR4**

REF	N50 42 12 W98 03 24 1NW 4°E (2015) UTC-6(5) Elev 830' A5007	
OPR	Lundar Flying Club 204-762-5661 Reg	
PF	A-1 C-2,4,5	
FLT PLN	Pilots to open/close VFR fit plan with Edmonton rdo, FISE or by phone. Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
SERVICES	For svcg 204-762-5611/5661/5674	
FUEL	100LL	
OIL	80	
RWY DATA	Rwy 12(126°)/30(306') 3850x84 GRASS Rwy 06(060°)/24(240') 2680x75 GRASS Opr Ltd win maint, soft when wet.	
RCR		
LIGHTING	12-(LO), 30-(LO) ARCAL-123.2 type J	
COMM		
ATF	1fc 123.2 5NM 3900 ASL	
CAUTION	P-lines in vic.	

Figure 4

VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual* (TC AIM) RAC 4.5 for the current requirements.

It is essential that pilots be aware of other traffic and exchange information when approaching or departing an uncontrolled aerodrome, since some aircraft may be receiver only (RONLY) or no radio (NORDO).

Standard Left-Hand Pattern

Before arriving at an uncontrolled aerodrome, plan your approach to the circuit.

If it is necessary to cross over the aerodrome prior to joining the circuit, or after departure, it is recommended that the crossover be made at least 500 ft above the circuit altitude.

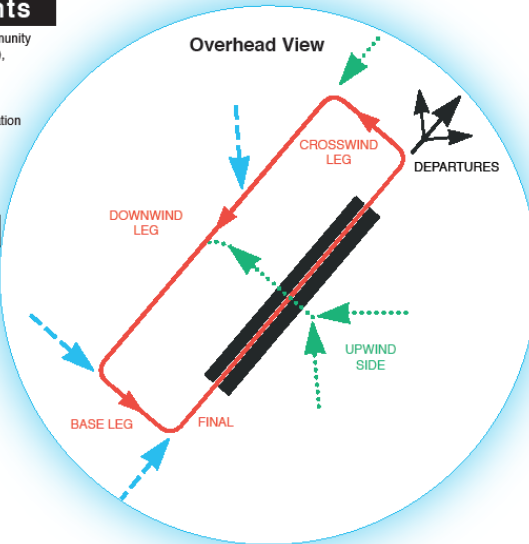
Where designated, a mandatory frequency (MF) or aerodrome traffic frequency (ATF) area is normally a circle with a 5-NM radius, capped at 3 000 ft above aerodrome elevation (AAE). All radio-equipped aircraft must monitor a common designated frequency.

At aerodromes that have published instrument approaches, the MF area may be expanded to include the approach area. See the *Canada Flight Supplement* (CFS) for current information.

Transiting Aircraft

Overflying Aerodromes (See TC AIM RAC 5.5)
Transiting aircraft shall not operate at a height of less than 2 000 ft above an aerodrome.
[Canadian Aviation Regulation (CAR) 602.96(4)]

At aerodromes where MF procedures are in effect, aircraft may also join the circuit from the flight paths indicated in blue.



MF/ATF Communication Procedures (see TC AIM 4.5.7)
Note: If your aircraft is radio-equipped, it is recommended that the same calls be made at non-MF aerodromes.

Arrival: (CAR 602.101)

- Report position, altitude, arrival procedure intentions and estimated time of landing (ETL) at least 5 min prior to entering the area.
- Maintain a listening watch on the designated frequency.
- Report when joining the circuit, giving position in the pattern.
- Report when on the downwind leg, if applicable.
- Report when established on final.
- Report when clear of the active runway after landing.

Operations on manoeuvring area: (CAR 602.99)

- Report intentions and maintain listening watch prior to entering the manoeuvring area.

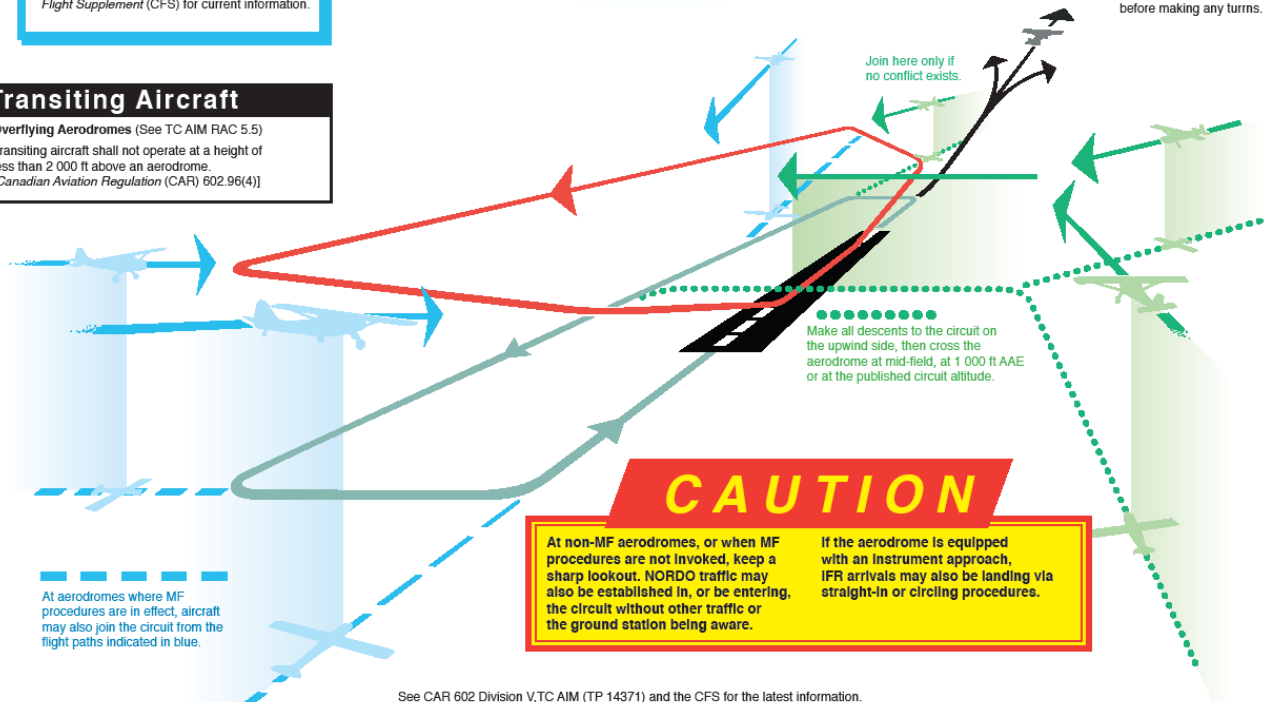
Departure: (CAR 602.100)

- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

Circuits: (CAR 602.102)

- Report when entering the downwind leg.
- Report, with intentions, when established on final.
- Report when clear of the active runway after the final landing.

DEPARTURES
Climb to circuit altitude before making any turns.



CAUTION

At non-MF aerodromes, or when MF procedures are not invoked, keep a sharp lookout. NORDO traffic may also be established in, or be entering, the circuit without other traffic or the ground station being aware.

If the aerodrome is equipped with an Instrument approach, IFR arrivals may also be landing via straight-in or circling procedures.

See CAR 602 Division V, TC AIM (TP 14371) and the CFS for the latest information.

Figure 5



Interlake Radio Control Model Club Inc.

IRCMC

PO Box 1227
Gimli MB
R0C1B0

Membership / Renewal Application

PLEASE PRINT CLEARLY IN CAPITAL LETTERS

Name: _____

Address: _____ M.A.A.C.# _____

City/Province: _____ Phone: _____

Postal Code: _____ Cell PH# _____

Email _____

Membership Type: (New Member) _____ (Renewal) _____

IRCMC Inc. yearly membership: \$60.00

Method of Payment: Cash _____ Cheque# _____

Email Transfer _____ Send to tresircmc@gmail.com

Declaration:

I acknowledge and understand that I must be a member in good standing with MAAC and will abide by the MAAC Safety Code and any applicable sections of PART IX of the Canadian Air Regulations to operate RPAS or model aircraft from the IRCMC site. I further acknowledge that I have been provided with IRCMC site-specific rules and have read, understand, and agree to abide by them.

Signed: _____ Date: _____

... Valid MAAC membership confirmed by: _____