Wingham Jet Club – Rules

MAAC Statement – Safety Advisory Group May 2023

MAAC has additional safety and insurance concerns anytime we operate models near full-scale aircraft. MAAC's desire in approving model operations on an aerodrome, is that models and full-scale do not interact if possible – primarily accomplished by limiting approvals to infrequently used aerodromes. Unfortunately, Wingham (CPR7) is at times not an infrequently used aerodrome. As such, MAAC is issuing approval at this site contingent upon members **strictly complying with the following**, in addition to the club rules.

All members shall only use this site during the "off-hours" from normally expected full-scale operations. Specifically, no model flying, or related activities will commence if any of the following are **reasonably expected to occur, or are occurring**:

1. Air Cadet operations
2. Apex Helicopter flight training
3. Any MEDEVAC or Hospital flights – normally indicated by an ambulance on aerodrome property.
4. Any expected IFR arrivals or departures and
5. Any other expected full-scale training activities using the aerodrome.

If model flying operations have commenced and any of the above appear possible, all model flying will cease immediately until the full-scale operation is completed.

Further, the number of airborne models requiring the runway to take off or land is limited to **one at a time**. Additional models that do not require the runway may be flown at the same time, provided they follow all other club rules.

MAAC may conduct periodic reviews of this site for compliance issues.

A copy of the operational rules **shall be on site** any time a model aircraft is in operation. All members shall be familiar with the information contained in this document.

Administrative

1. These rules are for Wingham Jet Club located at Wingham Aerodrome CPR7. located at 40647 Amberly Road. Wingham Ontario. Location: 43.868391, -81.296723
2. To use the Wingham Aerodrome property, all members must be a current member of MAAC in good standing, and have paid their yearly club dues, or be a visitor of a member in good standing.
3. All members using this site must sign an agreement they have read, understand, and will abide by these rules while modeling at Wingham Aerodrome.

4. All members operating an RPAS **must have a copy of these rules**. They will be issued electronically to each member. The club will endeavor to provide a current printed copy at the site.
5. This site is for fixed wing aircraft-primarily turbine jets – no other categories of modeling are permitted.
6. All members using this site must have a Basic or Advanced RPAS Certificate and must demonstrate or be known to possess competent RPAS flying skills before using the site. The final authority on who may fly here is at the sole discretion of the Club President. Proof of MAAC Wings level B or greater will be acceptable.
7. Any pilot observed willfully breaking flight line restrictions, ignoring no-fly zones or any other reckless model operation will be ejected from the site permanently – no second chances.
8. Club bylaws are contained in separate document. New members must meet the requirements of the club bylaws regarding qualifications.
9. No smoking on aerodrome property
10. Gate must be closed after entering.
11. Emergency services can be reached using 9-1-1 on a cell phone.

MAAC Safety rules for operations on an Aerodrome

MAAC members conducting modeling activities on an aerodrome shall give way or otherwise immediately get out of the way of all full-scale aircraft and any support equipment or persons – no exceptions.

No member shall:

a) Operate any category of model at “night” on this aerodrome.
b) Add, alter, tamper, or interfere in the operation or presence of any aerodrome equipment, including markings on maneuvering area surfaces, lights or markers, signage, windsocks, or any other aerodrome infrastructure.
c) Operate on or park any type of motor vehicle within 30m of an aircraft maneuvering area.
d) Erect any permanent or semi-permanent obstruction, device or piece of modeling support gear/equipment or apparatus within 30m of any maneuvering surface, unless the object can be immediately removed by the RPAS pilot as he vacates the area.
e) Leave behind any debris, parts, or other objects on or within 30m of a maneuvering area, that could cause potential damage to an aircraft in operation, including but not limited to broken model propeller blades, crash damage or anything else that could damage an aircraft wheel, float or ski, or could otherwise be blown about by slipstream and create projectile damage possibilities.
f) Fail to immediately report to the aerodrome Manager (519-318-4224) any damage to any aerodrome infrastructure or property caused by the modeling activity.

When using an aviation radio capable of transmitting, no member shall:

a) Operate such radio except in compliance with ROC and aviation phraseology,
b) Make any transmission other than for information purposes.
c) Make any transmission indicating permission or guidance in the operation of a full-scale aircraft. Only indicate if models are clear of maneuvering areas.
d) Activate or deactivate any aerodrome lighting system such as ARCAL.

Site Operating Procedures and Safety Rules

In this document the term "pilot" refers to the model aircraft operator. The term "member" is understood to mean either "pilot" or "visual observer".

General

1. Safety shall be the number one priority at all times.
2. Full sized aircraft shall have priority and right of way at all times.
3. Pilot training is not permitted. Buddy box operations are permitted as approved by the President.
4. Non-flying guests of members are permitted provided they understand and comply with the rules herein.
5. Guests wishing to fly are permitted to accompany a member provided they understand and comply with the rules and provided they are considering joining the club with prior approval from the Board.
6. Operations are permitted Monday to Friday 9 am to 8 pm. Weekend or other flying time is available by prior arrangement through a Wingham Jet Club board member only.
7. Operations of 72 MHz transmitters is prohibited due to lack of nearby frequency allocations.
8. A minimum of a 5lb general purpose (CO_2 preferred) fire extinguisher shall be onsite to contain any non-model fires.
9. The model aircraft shall be operated in accordance with the most recent version of the Model Aeronautics Association of Canada and Transport Canada documents.
10. No pilot shall operate the model aircraft system in such a reckless or negligent manner as to endanger or be likely to endanger the life or property of any person.
11. No pilot shall operate the model aircraft higher than MAAC approved elevation above ground level (AGL).
12. Operations are not permitted when closed by **NOTAM**. Check NOTAMS at **https://flightplanning.navcanada.ca – click NOTAM, enter CPR7. Look for airspace closures.**
13. Do not operate the mower without a checkout by a club executive.
14. All members will provide an email to all club members when flying is proposed to ensure spotters are available for those considering operations.
15. Please switch the parking lot sign to "Active" before flying and return to "Closed" when operations cease.

Vehicle Paths and Parking

Vehicles must use the main entrance gate and proceed to the approved model “Pit Area” to park. Be aware of any full-scale aircraft traffic in the area surrounding the terminal. Gate must be closed after entering.

Driveway speed limit is 20 kmh or slower if you see a lot of dust behind you.

At no time shall a vehicle drive on a taxiway or paved runway except at approved crossing locations and times.

MAAC requires 30 meters separation from our parking/pit areas to the edge of the runway. Please ensure that you park and set up any model support gear 30 meters from the edge of the runway.

Do not block the driveway beside the terminal building, even for short time periods. This route is used by the ambulance to access the ramp for Orange MEDEVAC Helicopters.

Pre-Flight procedures

The pilot is responsible for ensuring that the model aircraft is in an airworthy condition prior to conducting flight operations.
All pilots shall range check their radios before the first use of the day and after any mishap requiring repairs.
CO2 fire extinguishers shall be within 10 feet of any turbine model engine start.
No fuel shall be spilt on any taxiway or runway.
All starts and run-ups shall be on the gravel portion beside the runway. Preferably with the exhaust directed away from the grass if possible.
All powered models must be restrained prior to starting or connecting batteries – no exceptions.

Radio Procedures

A radio transceiver capable of two-way communication with manned aircraft on aeronautical frequencies is mandatory for all operations. A Radiotelephone Operator Restricted Certificate (RORC) is required to transmit.

Monitoring the radio is a supplemental safety procedure only – visual detection of approaching aircraft remains the primary safety process.

The Wingham ATF (Aerodrome traffic Frequency) is 123.0 MHz and extends out 3NM.

- Aircraft may make radio calls further out – cease flying for all inbound aircraft.
- Aircraft without a radio (NORDO) are possible and may land at Wingham without making any radio calls – **maintain visual vigilance**.

- IFR aircraft conducting the IFR approach may make radio calls 5 minutes or more from landing straight in on runway 31 – **maintain visual vigilance**.

If the transceiver is not held directly by the visual observer, the member with the transceiver shall communicate all pertinent information to all visual observers or the pilot flying in a timely fashion.

Our call sign is “Wingham RC ground.”

- When acknowledging a transmission state, “Wingham RC ground has an aircraft to land in X minutes” and/or “Wingham RC ground all model aircraft down and clear.”
- Do not under any circumstances provide direction or advice to full-scale pilots- we are advisory only.

NOTE: It is important to initiate communication with any aircraft that appears to be landing if you have not heard from them. Please make a transmission that all RC aircraft are down and clear for any arriving and departing aircraft.

Example “Wingham traffic, Wingham RC Ground all RC aircraft down and clear.” Try to use “Wingham traffic” and not a specific aircraft identification when possible.

IFR (Instrument Flight Rules) Approaches to CPR7

There is one IFR approach to Wingham aerodrome named as follows.

RNAV (GNSS) RWY 31 – pronounced “Arr nav runway thirty-one”

IFR aircraft will land straight in from the southeast on runway 31 – there is no overhead traffic pattern or other circuit entry procedures so extreme vigilance is required.

IFR aircraft will normally broadcast their intentions to land RWY31 once at 5 minutes from expected landing time, and again when over the listed fixes (see chart below). You may ask the pilot for his position to determine how quickly you need to clear the runway environment.

When you hear an IFR aircraft broadcast any information indicating they are inbound landing “Wingham” or “Richard W. Levan” – land your model and clear the runway area immediately.

Apex Helicopter Procedures

Apex Helicopter operates from CPR7 primarily in the spring for company training and at various other times throughout the summer. Helicopter do not normally join a circuit or fly overhead the aerodrome before landing. Per MAAC direction, if there are any expected Apex helicopter operations occurring or planned, model flying will not occur until they are done.

Ornge Helicopter or MEDEVAC procedures

The Ornge MEDEVAC helicopter will arrive/land directly on the ramp in front of the terminal building, near our pits (H on map). While the helicopter can approach from any direction, the most common will be from due south as the nearest Ornge base is located at London, Ont.

These are extremely professional pilots who you can reasonably expect to make the required radio calls. Expect a call about 5 minutes from landing, stating something like

"*Wingham traffic Orange 123 15 miles south inbound landing on the apron*"

The helicopter will proceed directly to the apron – there is no circuit required.

Ensure you land immediately and leave the apron area as soon as possible if a MEDEVAC is possible. In the event you can't leave before the helicopter arrives, remain well clear of the apron, and ensure any loose items are collected, stowed or otherwise secured. Vehicles may use the "emergency escape route" as depicted on the set up map.

If an ambulance arrives at the airport, all flying will cease immediately until the scenario is understood or the MEDEVAC helicopter/aircraft has completed its mission.

Visual Observer Procedures

A Visual observer is **mandatory** for all flight operations.

A Visual observer shall only perform observation duties for one (1) model aircraft at a time.

Visual observers must maintain constant communication with the model aircraft pilot to communicate timely information to the model aircraft pilot to avoid other aircraft where a potential for conflict exists.

Pilots are to **immediately** land and clear all runways when full size aircraft have stated intentions to land, or takeoff, **or** a spotter or visual observer has indicated any type of potential conflict or approaching full-scale aircraft.

Visual observers shall keep constant watch for full size traffic - the club rules are as follows:

1. The sole role is to scan the sky for approaching full scale aircraft – do not watch the RPA. Pay particular attention to aircraft approaching straight in on runway 31. NOTE – Helicopters can approach from any direction and do not normally

join the “circuit”. Ornge MEDEVAC helicopters are not required to join any type of traffic pattern and will normally go directly to the apron by the Terminal.

2. The visual observer should use the Club handheld receiver to monitor the ATF 123.0 for Wingham.

3. The visual observer should stand or sit at the start up stand closest to any pilots flying, but away from the start up stand(s) in use. Be close enough so they can hear you.

4. Upon spotting **any potential conflict or approaching airplane/helicopter** – yell AIRPLANE in a clear loud voice.

5. **ALL pilots must land upon hearing “AIRPLANE” – no exceptions.**

6. **Clear the runway and apron environment as soon as possible – if need be use the crop or grass areas to ensure the 30m distance from an active runway/apron.**

7. When all involved believe the airplane is no longer a problem/landed/departed flying operations may resume.

Whenever a visual observer is used, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands or near pilots flying to keep radio and pilot/observer communications clear.

Flying Procedures

1. Our ideal flying area as measured from the center of the pilot stations is a box approximately 500 meters to the left, 700 meters to the right and 350 meters outwards from the flight stations. Any other areas outside of the designated area is a no-fly zone.
2. Refer to the site flying area map for no-fly zone depictions – absolutely no flying within 200’ of any structure. No pilot shall operate the model aircraft within 30 meters of an open-air assembly of persons regardless of altitude.

3. The pilot and visual observer must maintain continuous unaided visual contact with the model aircraft sufficient to be able to maintain operational control of the aircraft, know its location and be able to scan the airspace in which it is operating to decisively see and avoid other air traffic or objects.
4. Pilots must assess the effects of the weather upon their aircraft and not make a flight in conditions in which their aircraft would not remain under full control. No RPA flying will occur below the MAAC mandated weather minimum:
    a. If cloud is present below 1000’ above the model flying area
    b. a horizontal visibility requirement of less than 3nm around the flying area, and

c. If there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

5. 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 Wingham. Night flying is not allowed at the Wingham Jet Club CPR7 site.
6. Wingham Jet Club members should check for CPR7 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.
7. Except during take-off and landing, low flying, below 3 meters above ground level, may only be undertaken with the aircraft flying on a constant heading in a direction parallel to the runway centre line.
8. High-speed maneuvers must be made in a direction parallel to the Flight Line or heading away from the Spectator/Pit Area. Such maneuvers must be confined to the far side of a vertical plane, parallel to the Flight Line.
9. If an aircraft experiences radio interference or any other form of control malfunction it must be landed as soon as is practicable and not be flown again until all faults have been rectified.
10. If any part of an aircraft becomes detached in flight which was not designed and controlled to do so the aircraft must be landed as soon as is practicable and not be flown again until all faults have been rectified.
11. If an aircraft touches the ground while in flight, other than by contact involving normal use of the landing gear, the aircraft must be landed as soon as is practicable and not be flown again until it has been checked.
12. Pilots may fly in formation provided they agree to do so. There is no limit on the number of airborne RPA.

The following are the procedures to operate an RPAS from runway 13/31.

13. Once your model is ready, you may taxi, carry, or push it to the runway. Before leaving the “pit area” visually scan the apron/hanger line and sky to ensure no aircraft are near or approaching the runway. Follow our visual observer rules as stipulated below before moving past the apron edge. Once at the edge of the runway, the model may be started away from the grass. Startup should be conducted at taxiway from the apron to the runway.
14. Before each takeoff the pilot and observer shall conduct a 360-degree scan for all known aircraft, NORDO aircraft (No radio) or approaching IFR aircraft on runway 31.

15. While flying, if a full-scale airplane starts up on the hanger line, or if you spot or hear an airplane approaching, land immediately. All means must be taken to avoid interference with full scale activity.
16. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying. Before crossing the runway make sure the visual observer knows you are going there and be extra vigilant for approaching full-scale aircraft. If you spot/hear an approaching aircraft and think you cannot return to the

modeling site safely, stay at least 30m clear of the runway until the aircraft lands or departs.

17. After you land clear the runway as quickly as safely able. Backtracking on the runway to the pilot stations is permitted. Ensure that you take any support gear with you.
18. At the end of the day, ensure all model gear is removed from near the runway and apron.

19. 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.

20. If there is any damage to any equipment, buildings or infrastructure (runway lights, signs etc.) or anything you think could pose a hazard to full-size aircraft, the member finding the damage or issue must call the aerodrome operator immediately at 519-318-4224. Please notify the club executive as soon as able and complete a MAAC reportable occurrence form/process.

21. There are no other risk mitigations required for Wingham aerodrome.

Emergency/Accident

The pilot shall cease operations if at any time the safety of other airspace users or persons or property on the ground is in jeopardy or if unable to comply with the conditions of operational rules. All members shall adhere to the emergency plan in accordance with the information provided below.
The pilot shall report to MAAC as per the MAAC reportable occurrence policy, the President, or Board member, as soon as possible, details of any of the following aviation occurrences during the operation of the model aircraft:

a) Injuries to any person requiring medical attention.
b) Unintended contact between the model aircraft and persons, livestock, vehicles, vessels or other structures.

c) Unanticipated damage incurred to the model aircraft or other essential parts of the model aircraft system that renders it unfit for flight; and
d) Anytime the model aircraft is not kept within the geographic boundaries and/or altitude limits as outlined in the operational rules.

Site set up.

Flying Areas

Adjacent Aerodromes

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

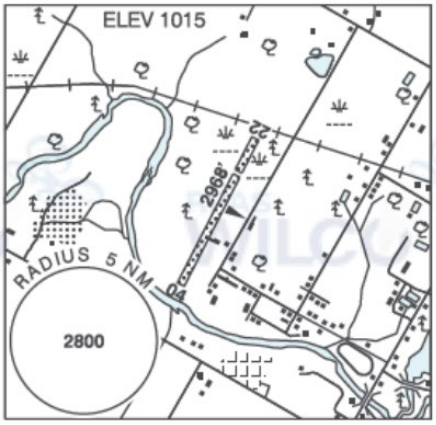
1. The aerodrome's name is Wingham (Inglis Field) (CWH5) and it is located 2.36 nautical miles northwest of our modelling site.

2. The aerodrome has one grass runway (04/22) with the traffic pattern on the West side, away from our operation.
3. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CWH5, you may call Tom Inglis at 519-357-2781 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.

WINGHAM / RICHARD W. LeVAN ON — **CPR7**

REF	N43 52 03 W81 17 55 1SE 9°W (2013) UTC-5(4) Elev 1067´ A5000 LO6 CAP
OPR	Tyler and Summer Papple 519-318-4224 (text preferred) www.PappleAviation.ca Reg
PF	A-5 B-6 C-1,2,3,4
CUST	AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols
FLT PLN **FIC**	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES **FUEL**	100LL, MG-3 A/D not attended. Self-serve, see OPR website.
RWY DATA **RCR**	Rwy 13(130°)/31(310°) 4000x75 ASPH Opr No win maint
LIGHTING	13-(TE ME), 31-(TE ME) ARCAL-123.0 type K
COMM **ATF**	tfc 123.0 3NM 4000 ASL
PRO	Rgt hand circuits Rwy 13 (CAR 602.96).
CAUTION	2 silos 80 AGL NE thld Rwy 31. Numerous twrs in vic. Wildlife ocsl on rwy. Glider activity in the vicinity of A/D Sat-Sun & hol(s) Apr-Jun & Sep-Nov.

WINGHAM (INGLIS FIELD) ON — **CWH5**



REF	N43 53 47 W81 20 11 1.2NW 9°W (2013) UTC-5(4) Elev 1015´ A5000
OPR	Tom Inglis 519-357-2781 Reg PPR
FLT PLN **FIC**	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
RWY DATA **RCR**	Rwy 04(036°)/22(216°) 2968x65 TURF Thld 22 displ 650' spring and fall only. Opr No win maint. Rwy soft in spring and fall, particularly at N end.
COMM **ATF**	tfc 123.0 3NM 4000
PRO	Rgt hand circuits Rwy 22 (CAR 602.96)
CAUTION	Rwy elev highest in middle. Far end of rwy not vis when on thld. Two twrs 0.8NM and 1.0NM NE of A/D 1500 ASL. Ocsl wildlife on rwy. Wooded area with 50' trees lining the first 1000' Rwy 22. Maintain 1200 ASL over hwy on 04 apch. Wingham Airfield (CPR7) lctd 2.3NM SE of fld.

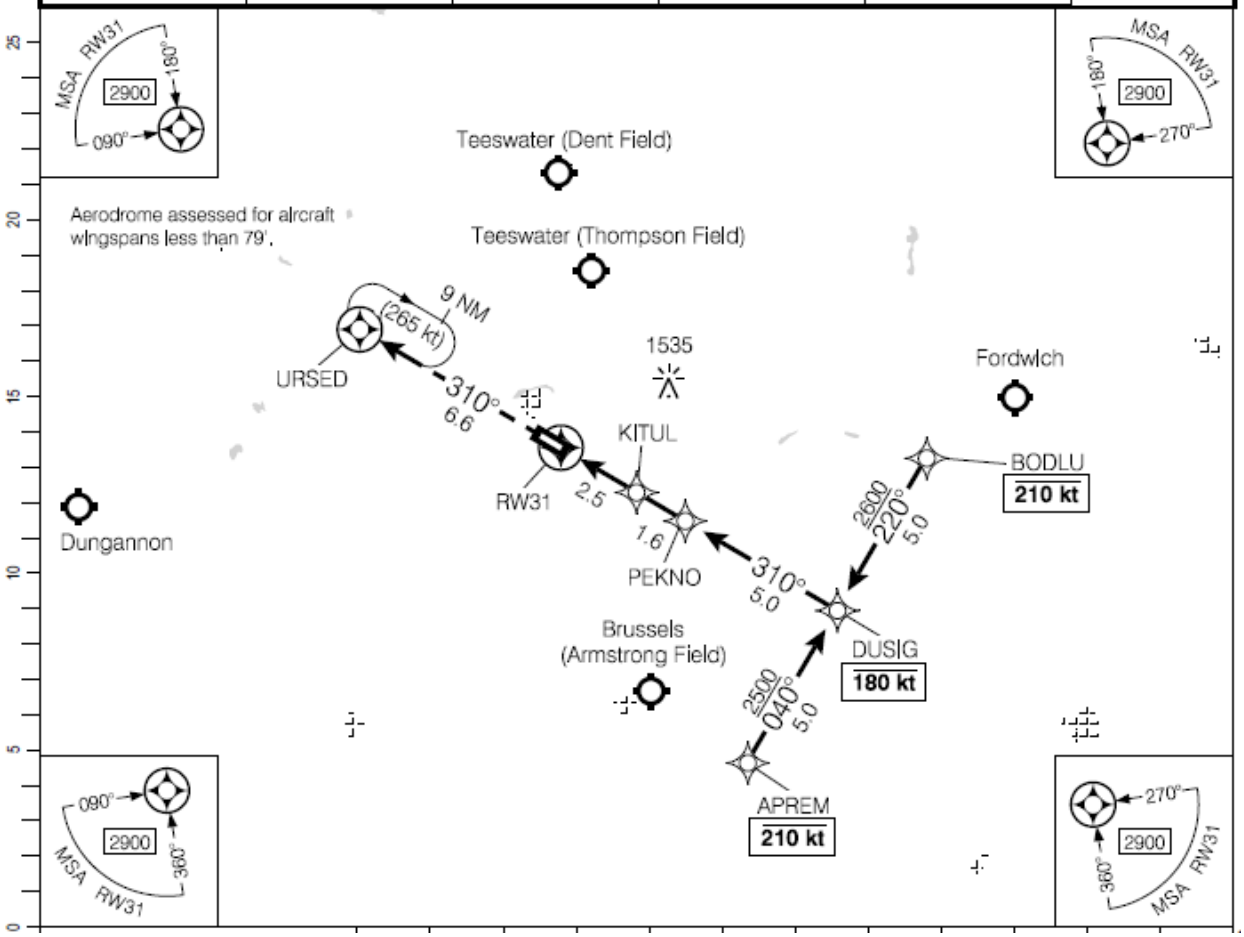
WINGHAM/RICHARD W. LEVAN, ON

RNAV (GNSS) RWY 31

435203N 0811755W VAR 9°W

CPR7

	CTR Toronto – **135.3 266.3**	TFC – **123.0** ATF*			ARCAL 123.0(K)
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **310°**	MIN ALT PEKNO **2000**	LDA **4000**	



VFR CIRCUIT PROCEDURES AT UNCONTROLLED AERODROMES

Communications Requirements

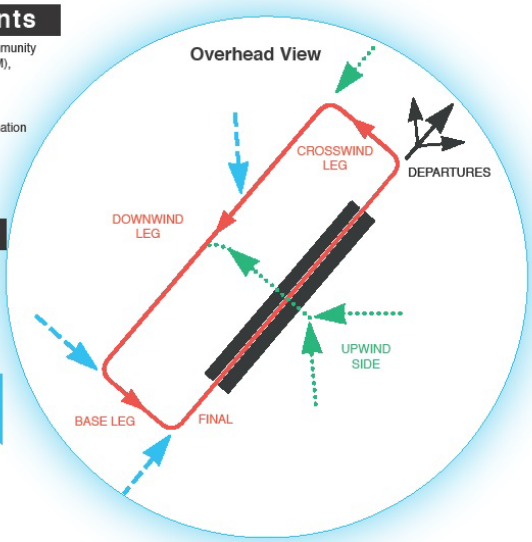
Information can be exchanged with a flight service station (FSS), community aerodrome radio station (CARS), universal communications (UNICOM), or vehicle operators by directed transmissions, or with other aircraft by broadcast transmissions. See the *Transport Canada Aeronautical Information Manual*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

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)

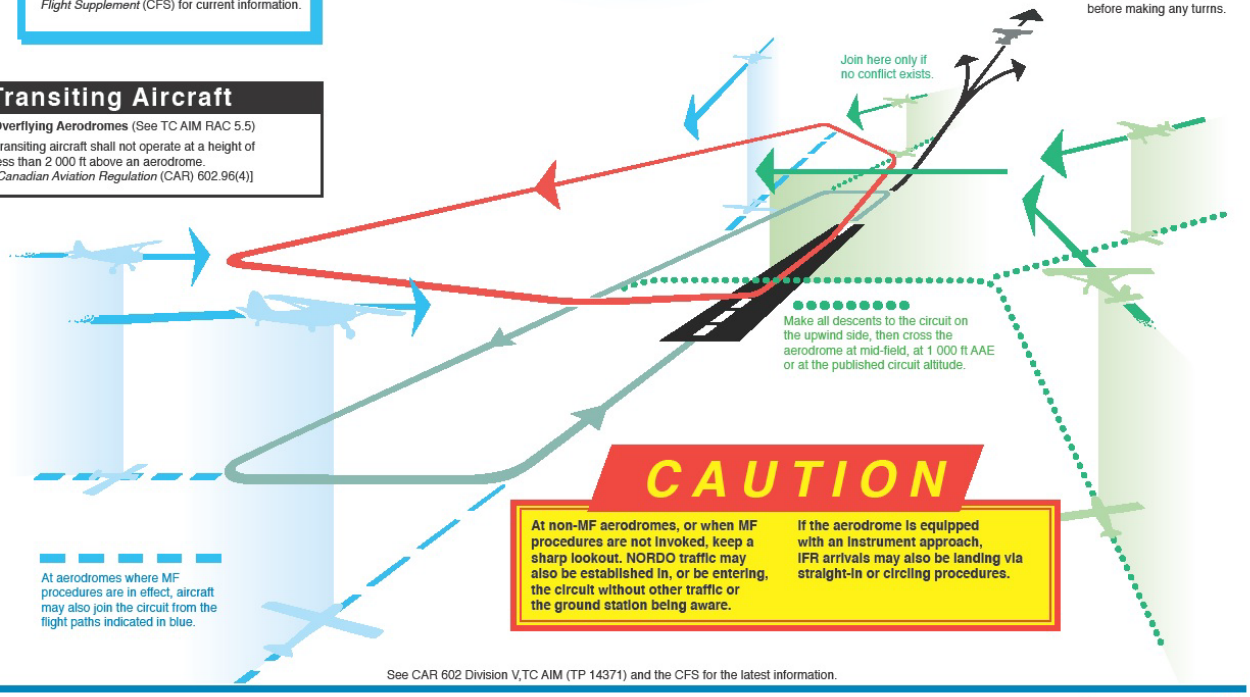
- Report intentions before moving onto take-off surface.
- Ascertain by radio and by visual observation that no conflict is likely during takeoff.
- Report departure from aerodrome traffic circuit.
- Monitor the designated frequency until well clear of the MF/ATF area.

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.

TP 11541
(06/2010)

TC-1002940

Canada