Greenway Technical Committee (GTC)
Meeting Notes
Tuesday, January 8, 2013 - 10:30 am- Noon
Grand Forks Park District Office, 1210-7th Ave. S. Grand Forks, ND

Steve Mullally, Chairperson
Bill Palmiscno, GF Park District
Dave Aker, EGF Parks & Rec
Sgt. Derek Zimmer, GF Police
Teri Kouba, MPO
Kim Greendahl, City of GF

Guests: Tom Stennes and Mike Yannish

I. Old Business

- **a. Project request update**
  - **i. Change to course in lower Lincoln Drive Park:** A one year trial period was approved for this request at the December 11, 2012 GTC staff meeting.
  - **ii. Bocce ball & horseshoe pits near 7th avenue north entrance:** The City of Grand Forks has hired Maegin Rude to design a conceptual drawing of this area.
  - **iii. Boathouse proposal:** Andy will be giving an update of the project at the GF Park District Commissioners meeting tonight and the Service/Safety Committee on January 15. He will be requesting that both groups to assign a committee member to meet and discuss a potential agreement for the boathouse.

II. New Business

- **a. Special project requests:**
  - **i. Radio control flying park:** Tom Stennes and Mike Yannish present this request at the December meeting. The GTC staff supports the idea and recommends that Tom and Mike work with Dave to move this through the presentation process for city of East Grand Forks.
  - **ii. Greenway intern for 2013:** Kim has made an offer to the potential intern. The candidate asked for some time to consider the offer.

III. Greenway & Trail Users Advisory Group: The group will be finalizing a letter of request to Mayor Brown regarding the bike trail system in GF. The letter is asking Mayor Brown to allow the group to work with staff on the Green Lanes concept for bike lanes, consider bike connections recommended by the group, and apply for Bike Friendly status with the League of American Bicyclists.

IV. Greenway Agency Updates

- **a. City of EGF:** Rinks are open. The campground is scheduled to open in early May but water and electricity might not be available by then. Catherine is working on the summer programming.
- **b. GF Park District:** Rinks are open. Greenway Ski Days will be February 1 & 2.
- **c. City of Grand Forks:** Staff is working with the event planners for the Frozen Feat, Bike"icicle" race and Iceman Triathlon, coming up later this month
- **d. MN DNR:** no report

V. Next Greenway Technical Committee meeting: Tuesday, March 12, 2013 – 10:30 am at Grand Forks Park District, 1210 7th Avenue South

Submitted by: Kim Greendahl, Greenway Specialist, City of Grand Forks

Support documents: Greenway special project request form for radio control flying park

Rc'd 12-5-12
KG

Greenway Project Request Form

Contact name Thomas (Tom) Stennes	
Address 2031 Central Ave NW	
City East Grand Forks	**State & zip** MN 56721
Phone 218-119-5280	
Email address judy.stennes@midconetwork.com	
Is this request: ☐ One time event ☐ New installation ☐ Improvement to existing facility	
Brief summary of request:	
Establish an Radio control (R/C) Flying Site	
Support for the activity or facility. How many people typically participate in this activity, is there a user group established in the area, etc.: R/C airplanes and helicopters are widely flown in the area and have a very good following with students at UND aerospace school, GF Air Base, and a few hundred people are estimated to fly in the greater GF area. There has been a very active club in the past when they had a site to fly. UND has a club, but no flying site.	
What is needed to facilitate this project? Space, structures, etc? Please attach a diagram of the proposed layout of the activity or facility, if appropriate.	
A flat grass runway, some safety fence, parking for cars, a portable shelter for maintance equipment, 1 or 2 acres of ground with on obstructions and a safe over fly area.	
What, if any, costs are associated with this project? Leveling of the ground, planting of grass, safety fence, removal of a few trees and concern about a electoral ground box.	

How will these expenses be paid? Fundraisers, sponsor, etc.
Donations, work by R/C club members, in kind by the citys for equipment for seeding. Fence has already been donate along with plane stands.
Does this project require ongoing maintenance? If so, who will maintain the facility?
Yes A flying club will need to be established for mowing, training, and guidance on site.
Will this event or facility be open to the public?
Yes, but flyers will need to be members of the "AMA" to cover all with insurance
Does this activity or facility involve the use of harmful chemicals, excavation or fire? If so, please describe.
No

Please submit this completed form and other supporting documents to be considered to:

Greenway Manager
City of Grand Forks
P.O. Box 5200
Grand Forks, ND 58208-5200
701-738-8746

For office use		**Date received**	
Received by:			
Attachments:			

Business Highway 2 along the Red Lake River
East Grand Forks. MN

N

Area of Intrest For Proposed R/C Flying Field

New Lime Road with Road to it From the up & over the Dike

What is AMA?

• AMA is the Academy of Model Aeronautics.

• AMA is the world's largest model aviation organization, representing a membership of more than 150,000 from every walk of life, income level and age group.

• AMA is a self-supporting, non-profit organization whose purpose is to promote development of model aviation as a recognized sport and worthwhile recreation activity.

• AMA is an organization open to anyone interested in model aviation.

• AMA is the official national body for model aviation in the United States. AMA sanctions more than a thousand model competitions throughout the country each year, and certifies official model flying records on a national and international level.

• AMA is the organizer of the annual National Aeromodeling Championships, the world's largest model airplane competition.

• AMA is the chartering organization for more than 2,500 model airplane clubs across the country. AMA offers its chartered clubs official contest sanction, insurance, and assistance in getting and keeping flying sites. Flying site assistance and disaster relief funds are available to chartered clubs.

• AMA is the voice of its membership, providing liaison with the Federal Aviation Administration, the Federal Communications Commission, and other government agencies through our national headquarters in Muncie, Indiana. AMA also works with local governments, zoning boards, and parks departments to promote the interests of local chartered clubs.

• AMA is an associate member of the National Aeronautic Association. Through NAA, AMA is recognized by the Fédération Aéronautique Internationale (FAI), the world governing body of all aviation activity, as the only organization which may direct U.S. participation in international aeromodeling activities.

• For more detailed information, contact the Academy of Model Aeronautics, Marketing Department, 5161 E. Memorial Drive, Muncie, Indiana, 47302 or telephone 1-765-287-1256.

AMA Vision

We, the members of the Academy of Model Aeronautics, are the pathway to the future of aeromodeling and are committed to making modeling the foremost sport/hobby in the world.

This vision is accomplished through:

• Affiliation with its valued associates, the modeling industry and governments;
• A process of continuous improvement;
• A commitment to leadership, quality, education and scientific/technical development; and,
• A safe, secure, enjoyable modeling environment.

AMA Mission

The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguard of modeling activities. The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education and scientific/technical development to modelers.

Recommended RC Flying Site Specifications

A. Introduction:

The AMA has determined that most modelers and model clubs are careful in their selection of flying sites, site layout, and operational practices.

The suggested specifications detailed below have been developed to promote improved field management and provide added margins of safety for the ever-increasing numbers of fliers and spectators. Most clubs should be able, with reasonable effort, to comply with this suggested layout for general field arrangement and conditions for sport flying.

The suggested specifications are not mandatory requirements, and compliance with these suggestions does not, of course, guarantee that no accident will occur. The AMA recommends that individual clubs design their flying sites based not only on geographic area available but also on sound sensitivity, obstructions, proximity of neighbors, etc., while incorporating the recommendations presented below. The types of aircraft the site is anticipated to accommodate, such as Giant Scale or small electrics, may effect an increase or decrease of the overfly area. (See FIGURE 2.) When designing or redesigning any flying site the AMA should be contacted with any questions, comments, or concerns regarding specifications, layout, and safety.

The official AMA Safety Code remains the governing factor. All members and clubs should conduct their field operations in accordance with the Code.

Taxi Area:

No landings or takeoffs from this area.
—Provides additional open space between pilots and aircraft during the time when most out-of-control accidents happen.
—Allows taxi room in front of other pilots with less chance of other frequencies interfering with taxiing aircraft.

Barrier:

Designed to stop taxiing models from veering into pilots' and/or spectators' positions. (Includes plastic or chainlink fencing, hay bales, shrubbery, etc.)

Pilot Line:

Set back from runway edge to keep pilots away from aircraft.

B. Personnel Side of Flight Area:

Locations	**Distance Factor** (measured perpendicular from edge at runway safety line)
Runway edge is the basic	Safety line or 0
Pilot line a minimum of	25 feet from safety line
Pit line a minimum of	45 feet from safety line
Spectator line a minimum of	65 feet from safety line
Parking lot a minimum of	80 feet from safety line

Safety Zone: An additional 250-foot safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or outdoor personnel activities are in the general area or if high-speed or high-performance aircraft are flown.

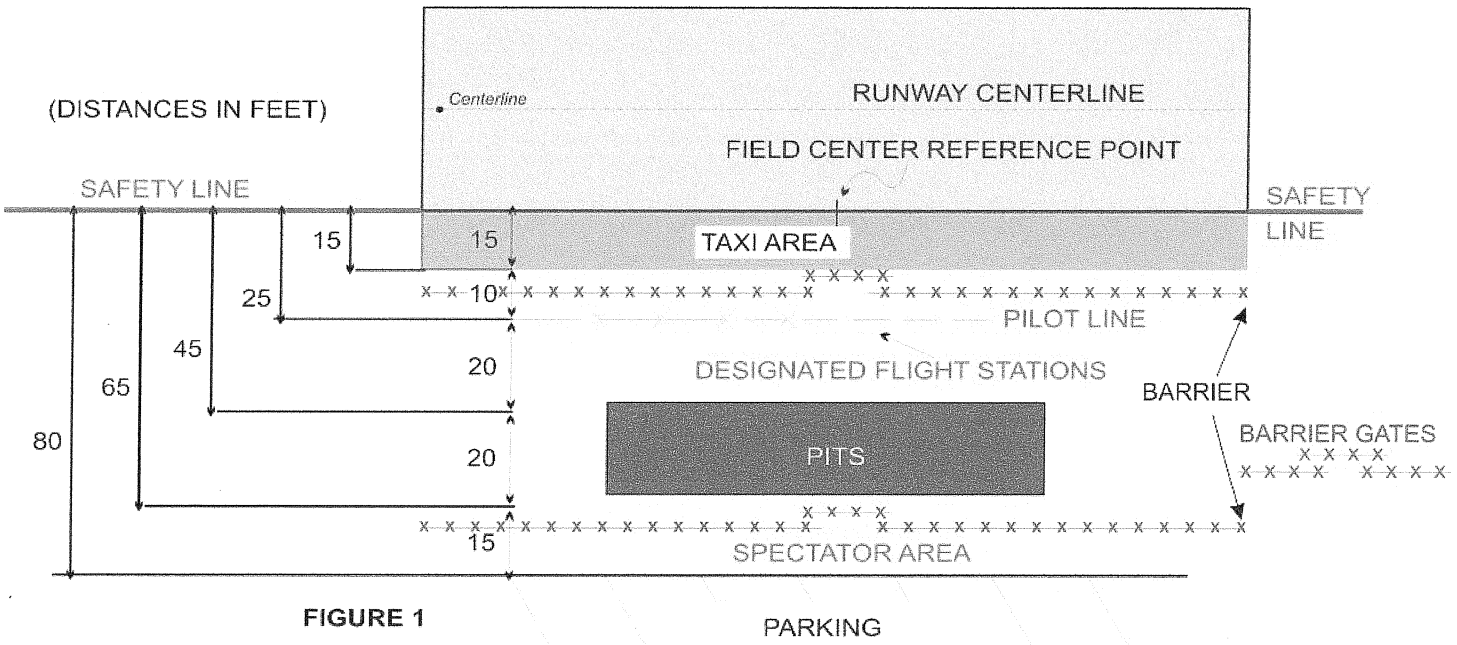
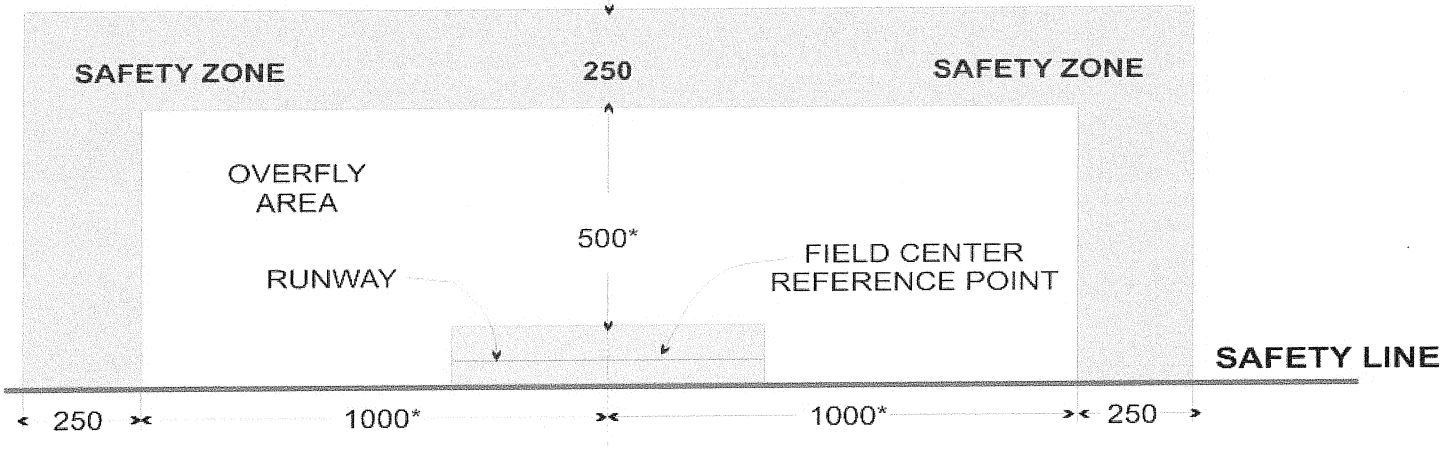


FIGURE 1

FIGURE 2 (DISTANCES IN FEET)



C. Flight Sector:
(Covering a 180° sweep on the flying side of the reference line)

Flight area clear of potential hazards (such as individuals working, playing, or traveling outdoors; buildings having glass surfaces facing the flying area; or a storage facility containing volatile products or compressed gasses) at least 1,000 feet left and right and 500 feet in front of pilot. Most flying is contained within 1,000 feet either end from field center reference point and 500 feet in front of reference point. Field center reference point is shown in FIGURE 1, but is essentially edge of runway at center of field. (See alternate site layouts.)

*Distances referenced may be increased or decreased according to site usage.

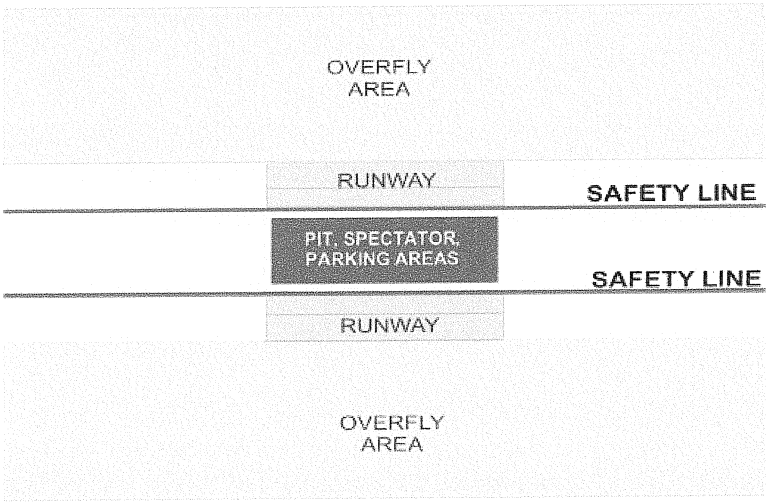
D. Signs: Minimum Posting Recommendations for Public Notice

- "Flying Site" (This sign may be incorporated with the field rules but should be the leading words in a larger letter size at the top of the sign. Placement of the sign should be situated so that spectators can easily read it.)
- Field rules
- Current official AMA Safety Code
- "No spectators beyond this point without escort"
- Designated parking area (signs at boundaries)
- Emergency telephone numbers
- GPS coordinates
- Location of nearest hospital or emergency medical facility

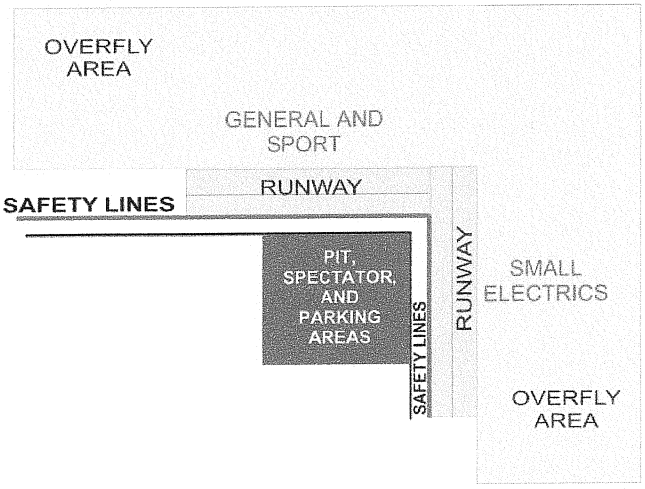
E. Equipment:
Frequency control board
First-aid kit
Fire extinguisher with appropriate ratings

F. Alternate RC Flying Site Suggestions
Sites may be configured in various ways to accommodate multiple flying areas for simultaneous use. Care must be taken to fulfill the requirements found in the official AMA Safety Code, including the Specialized Documents.
Simplified field layouts are illustrated in the following diagrams. (Not to scale.)

PARALLEL SITE LAYOUT



L SITE LAYOUT



Academy of Model Aeronautics National Model Aircraft Safety Code

Effective January 1, 2011

A. **GENERAL**: A model aircraft is a non-human-carrying aircraft capable of sustained flight in the atmosphere. It may not exceed limitations of this code and is intended exclusively for sport, recreation and/or competition. All model flights must be conducted in accordance with this safety code and any additional rules specific to the flying site.

1. Model aircraft will not be flown:
   (a) In a careless or reckless manner.
   (b) At a location where model aircraft activities are prohibited.
2. Model aircraft pilots will:
   (a) Yield the right of way to all man carrying aircraft.
   (b) See and avoid all aircraft and a spotter must be used when appropriate. (AMA Document #540-D-See and Avoid Guidance.)
   (c) Not fly higher than approximately 400 feet above ground level within three (3) miles of an airport, without notifying the airport operator.
   (d) Not interfere with operations and traffic patterns at any airport, heliport or seaplane base except where there is a mixed use agreement.
   (e) Not exceed a takeoff weight, including fuel, of 55 pounds unless in compliance with the AMA Large Model Aircraft program. (AMA Document 520-A)
   (f) Ensure the aircraft is identified with the name and address or AMA number of the owner on the inside or affixed to the outside of the model aircraft. (This does not apply to model aircraft flown indoors).
   (g) Not operate aircraft with metal-blade propellers or with gaseous boosts except for helicopters operated under the provisions of AMA Document #555.
   (h) Not operate model aircraft while under the influence of alcohol or while using any drug which could adversely affect the pilot's ability to safely control the model.
   (i) Not operate model aircraft carrying pyrotechnic devices which explode or burn, or any device which propels a projectile or drops any object that creates a hazard to persons or property.
   Exceptions:
   - Free Flight fuses or devices that burn producing smoke and are securely attached to the model aircraft during flight.
   - Rocket motors (using solid propellant) up to a G-series size may be used provided they remain attached to the model during flight. Model rockets may be flown in accordance with the National Model Rocketry Safety Code but may not be launched from model aircraft.
   - Officially designated AMA Air Show Teams (AST) are authorized to use devices and practices as defined within the Team AMA Program Document (AMA Document #718).

   (j) Not operate a turbine-powered aircraft, unless in compliance with the AMA turbine regulations. (AMA Document #510-A).
3. Model aircraft will not be flown in AMA sanctioned events, air shows or model demonstrations unless:
   (a) The aircraft, control system and pilot skills have successfully demonstrated all maneuvers intended or anticipated prior to the specific event.
   (b) An inexperienced pilot is assisted by an experienced pilot.
4. When and where required by rule, helmets must be properly worn and fastened. They must be OSHA, DOT, ANSI, SNELL or NOCSAE approved or comply with comparable standards.

B. ***RADIO CONTROL (RC)***

1. All pilots shall avoid flying directly over unprotected people, vessels, vehicles or structures and shall avoid endangerment of life and property of others.
2. A successful radio equipment ground-range check in accordance with manufacturer's recommendations will be completed before the first flight of a new or repaired model aircraft.
3. At all flying sites a safety line(s) must be established in front of which all flying takes place (AMA Document #706-Recommended Field Layout):
   (a) Only personnel associated with flying the model aircraft are allowed at or in front of the safety line.
   (b) At air shows or demonstrations, a straight safety line must be established.
   (c) An area away from the safety line must be maintained for spectators.
   (d) Intentional flying behind the safety line is prohibited.
4. RC model aircraft must use the radio-control frequencies currently allowed by the Federal Communications Commission (FCC). Only individuals properly licensed by the FCC are authorized to operate equipment on Amateur Band frequencies.
5. RC model aircraft will not operate within three (3) miles of any pre-existing flying site without a frequency-management agreement (AMA Documents #922-Testing for RF Interference; #923- Frequency Management Agreement)
6. With the exception of events flown under official AMA Competition Regulations, excluding takeoff and landing, no powered model may be flown outdoors closer than 25 feet to any individual, except for the pilot and the pilot's helper(s) located at the flight line.
7. Under no circumstances may a pilot or other person touch a model aircraft in flight while it is still under power, except to divert it from striking an individual. This does not apply to model aircraft flown indoors.
8. RC night flying requires a lighting system providing the pilot with a clear view of the model's attitude and orientation at all times.
9. The pilot of a RC model aircraft shall:
   (a) Maintain control during the entire flight, maintaining visual contact without enhancement other than by corrective lenses prescribed for the pilot.
   (b) Fly using the assistance of a camera or First-Person View (FPV) only in accordance with the procedures outlined in AMA Document #550.

C. **FREE FLIGHT**

1. Must be at least 100 feet downwind of spectators and automobile parking when the model aircraft is launched.
2. Launch area must be clear of all individuals except mechanics, officials, and other fliers.
3. An effective device will be used to extinguish any fuse on the model aircraft after the fuse has completed its function.

D. **CONTROL LINE**

1. The complete control system (including the safety thong where applicable) must have an inspection and pull test prior to flying.
2. The pull test will be in accordance with the current Competition Regulations for the applicable model aircraft category.
3. Model aircraft not fitting a specific category shall use those pull-test requirements as indicated for Control Line Precision Aerobatics.
4. The flying area must be clear of all utility wires or poles and a model aircraft will not be flown closer than 50 feet to any above-ground electric utility lines.
5. The flying area must be clear of all nonessential participants and spectators before the engine is started.

Academy of Model Aeronautics
5161 East Memorial Drive, Muncie, IN 47302
Phone (765) 287-1256, FAX (765) 289-4248
www.modelaircraft.org

Academy of Model Aeronautics Liability Insurance Program for Site Owners

The AMA General Liability Insurance Program insuring AMA, members, and clubs for liability resulting from aeromodeling activities includes broad and unique coverage for flying site owners. AMA recognizes the importance of providing site owners with insurance to protect them for potential liability for injury or damage resulting from club activities on a flying site and has negotiated a custom policy with a major insurer to provide such coverage.

This policy has special coverage provisions for site owners as follows:

1. Westchester Surplus Lines Insurance Company has an A.M. Best rating of A+ XI and is a member of the ACE USA Group, a large insurance organization with an A.M. Best rating of A+ XV.

2. Authorization for AMA to issue certificates of insurance naming site owners as additional insured. This is the equivalent of issuing an endorsement to the policy and assures the site owner of coverage equal to coverage for AMA, its members, and clubs.

3. Site owner's coverage is primary. This means that the AMA policy pays on the site owner's behalf without involvement of the site owner's own insurance.

4. Acts voiding coverage by any other insured may not apply to site owners. Should an AMA member or club either do something, or fail to do something that voids coverage for that member or club, the site owner still could have coverage under this policy.

5. Contractual liability coverage. This coverage clause reinforces the club's contractual obligations (if any) to indemnify and hold harmless the site owner for injury or damage in connection with the club's use of the site.

6. The $2,500,000 aggregate limit of liability applies per location (flying site). This limit of liability usually exceeds the site owner's requirements and the per location aggregate means the site owner does not share the limit with other site owners. It has the effect of a separate policy for each site owner.

7. The insurer must give AMA 90 days notice of cancellation or non-renewal. This allows ample time for AMA to replace the coverage and to notify certificate holders of the change in coverage. AMA pays the entire annual premium at the beginning of the policy year so the policy cannot be cancelled for nonpayment.

While this policy provides very broad coverage, as with any policy, there are limitations and exclusions. The actual policy should be reviewed and site owners may want to consult their insurance agent, insurance advisor, or risk manager.

Coverage questions must be directed to AMA Headquarters in Muncie, Indiana; (765) 287-1256, ext. 251.

Academy of Model Aeronautics

5161 E. Memorial Drive, Muncie IN 47302 • loism@modelaircraft.org
(765) 287-1256 • Fax (765) 286-3303

Flying At AMA Chartered Club Sites

The continuing growth of model aviation has generated an increasing number of inquiries regarding AMA's policy as it pertains to usage of flying sites by chartered clubs, their guests, and others. While it is not possible to state a policy that addresses every scenario imaginable, AMA has, for several decades, stressed to clubs the importance of conducting flying site activities in a manner that minimizes the risk of an accident which might result in "uncovered" liability to an AMA club, member and/or site owner.

AMA members and clubs pool their resources in order to obtain insurance for themselves and their flying site owners at very low rates. This is a key point to keep in mind when considering the use of club flying sites by non-AMA members. If a flying site owner relies on your insurance for an accident caused on its property by a non-AMA member, your money is being spent to finance the activities of someone who paid nothing for that benefit.

To preserve the availability of low cost insurance to your club and its site owner, the people who fly with your club should contribute their share of that cost. They can do so by becoming dues paying members of your AMA charter club as well. In the same vein, if the landowner for your club's chartered club field has granted the club exclusive flying privileges, the club should ONLY allow AMA members and current members of the Model Aeronautics Association of Canada (MAAC) to fly at the field. If your club is flying on public land and it has not been granted exclusive flying rights by the public agency in charge, your club activities should be confined to AMA members, and you are not responsible for other (non-AMA) flier's actions. Should the public agency be named as an additional insured, it has coverage only for the actions of your club, its members, and other visiting AMA members who are considered guests.

For non-AMA members wishing to experience a "hands-on" model flight, the Academy does allow this, on a one-time basis per person ONLY, (with the use of a Buddy Box system for RC). During this one-time flight, the club is protected through its liability coverage as long as the non-member's supervised flying is in accordance with the AMA National Model Aircraft Safety Code(s). Under NO situation should the non-member's equipment or aircraft be used.

ONLY AMA members are insured during this flight per the terms of the liability policy. This coverage is never transferable to the non-AMA member during the permitted one-time trial flight.

Should an accident occur during this one-time flight, the person providing the flight assistance must file an accident report. Under the liability policy, the airplane is never insured and the non-AMA member is never insured during this flight.

Can someone be insured during training at a chartered club field and not be a regular AMA member?

Under the AMA Introductory Pilot Program, a non-AMA person may receive lessons during a 60-consecutive-day period under the direction of a designated AMA Instructor. The program information has been mailed to each chartered club. During supervised flight instruction, liability insurance is provided for the trainee for a 60-day period but only at the club site. Though the trainee will not receive a membership card, he/she is considered a member of the Academy while under the direct supervision of the currently registered designated Introductory Pilot. Introductory Pilots are charged with the responsibility to ensure that the trainees' activities will be conducted in compliance with the AMA's National Safety Code(s). Coverage under the Intro Pilot Program begins the day recorded on the Trainee Pilot Registration Form. To take advantage of the full 60 days of liability insurance, register the trainee after the non-flying instructional session(s) and prior to their first flying exercise at the club field.

Signing up Intro Pilots and trainees can be done at anytime on our Web site at www.modelaircraft.org/MembersOnly/intropilotdesc.aspx. Forms are also available for download at www.modelaircraft.org/PDF-files/917.pdf.

The Academy appreciates your interest and promotion of the sport of modeling through implementation of training programs. If this document does not answer your questions regarding club insurance, guests, or trainee flying, call the Club Secretary at (765) 287-1256, extension 291, or correspond directly.

Image 8 of 32 [C]lose X
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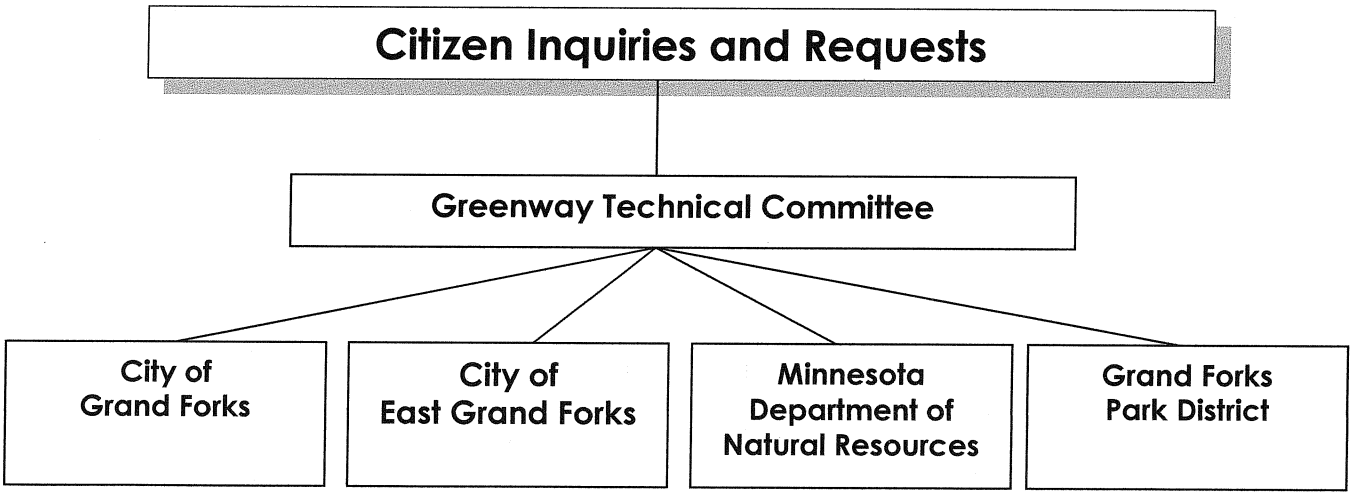
THE GREENWAY
GRAND FORKS/EAST GRAND FORKS

For Kim Greenway

Thank you for your interest in the Greenway. With over 2,200 acres the Greenway provides a wide variety of recreational, educational benefits to Greater Grand Forks residents and visitors.

Each year we receive many requests for new facilities or improvements to existing facilities. Many factors go into the decision making process, first and foremost being the role as a floodplain.

Once you have submitted a completed form, you may be asked to present an overview of your project idea to the Greenway Technical Committee for consideration. The Greenway Technical Committee is comprised of representatives of the four managing agencies as well as other parties interested in the development of the Greenway. Meetings are held at 10:30 am on the second Tuesday of every month. After reviewing the request the committee will determine whether the project is feasible within the Greenway and if so, which agency will handle the request. That agency will then guide the request through the proper channels of their organization.



www.grandforksgov.com/greenway