

**NOTICE OF WORK MEETING OF THE  
CITY COUNCIL OF THE CITY OF ST. GEORGE,  
WASHINGTON COUNTY, UTAH**

**Public Notice**


Public notice is hereby given that the City Council of the City of St. George, Washington County, Utah, will hold a work meeting in the Administrative Conference Room at the St. George City Offices located at 175 East 200 North, St. George, Utah, on Thursday, April 25, 2024, commencing at 4:00 p.m.

The agenda for the meeting is as follows:

Call to Order  
Invocation  
Flag Salute

- 1. Discussion regarding SITLA airport master plan.**
- 2. Discussion regarding a possible ordinance pertaining to take off and landing zones, including but not limited to hot air balloons, paramotor, helicopter, and other hobby aircraft.**
- 3. Site visit to City Hall at Town Square construction site.**
- 4. Reports and updates from the Mayor, Councilmembers, City Manager, and City staff.**
- 5. Request a closed meeting to discuss litigation, security, property acquisition or sale, or the character and professional competence or physical or mental health of an individual.**

  
\_\_\_\_\_  
Brenda Hatch, Deputy City Recorder

  
\_\_\_\_\_  
Date

**REASONABLE ACCOMMODATION:** The City of St. George will make efforts to provide reasonable accommodations to disabled members of the public in accessing City programs. Please contact the Human Resources office at 435-627-4674, at least 24 hours in advance if you have special needs.

# Discussion:

Ultralight Vehicles

Hot Air Balloons

Private Use Helicopters

# Ultralight Vehicles Under the FAA

## Definition per 14 Code of Federal Regulations Part 103:

“§ 103.1 Applicability.

This part prescribes rules governing the operation of ultralight vehicles in the United States. For the purposes of this part, an ultralight vehicle is a vehicle that:

- (a) Is used or intended to be used for manned operation in the air by a single occupant;
- (b) Is used or intended to be used for recreation or sport purposes only;
- (c) Does not have any U.S. or foreign airworthiness certificate; and
- (d) If unpowered, weighs less than 155 pounds; or
- (e) If powered:

(1) Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;

(2) Has a fuel capacity not exceeding 5 U.S. gallons;

(3) Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and

(4) Has a power-off stall speed which does not exceed 24 knots calibrated airspeed.”



# Ultralight Vehicles – basics

- single occupant
- recreation or sport
- U.S. or foreign airworthiness certificate not required
- under 254 lbs. - powered
- under 155 lbs. - unpowered
- hold under 5 U.S. gallons of fuel



LICENSE NOT REQUIRED BY FAA



# § 103.9 Hazardous Operations - FAA

“Hazardous operations.

(a) No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property.

(b) No person may allow an object to be dropped from an ultralight vehicle if such action creates a hazard to other persons or property.”

The City Code does not address operating an Ultralight Vehicle in a hazardous manner.

Consider:

1. Code amendment so violations can be enforced under the City Code.
2. Refer violations to the FAA. To report an alleged violation, contact the FAA at:  
**7-anm-SLC-fsdo@faa.gov.**



# § 103.17 Operations in certain airspace - FAA

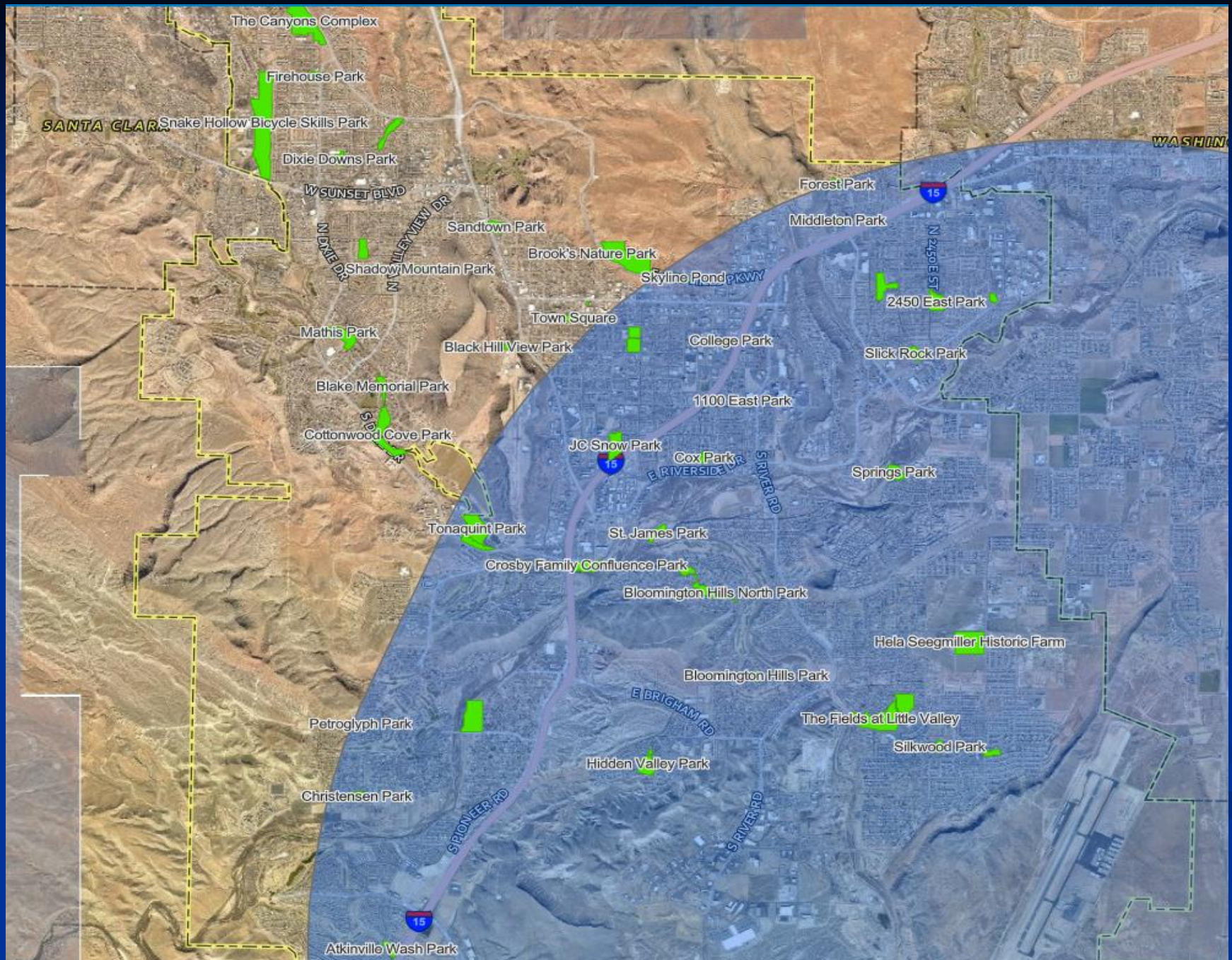
“No person may operate an ultralight vehicle within Class A, Class B, Class C, or Class D airspace or within the **lateral boundaries** of the surface area of Class E airspace designated for an airport unless that person has prior authorization from the ATC facility having jurisdiction over that airspace.”

The lateral boundaries of the SGU airspace are 5 Nautical Miles (5.75 miles) around SGU.

## lateral boundaries









# Utah Office of Administrative Rules – State Parks – Aircraft and Powerless Flights

R651. Natural Resources, Parks and Recreation.

- landing or take off within park system other than at designated lakes, reservoirs, or landing areas is prohibited
- except in emergencies, delivery or pick up without prior permission from park manager is prohibited
- launching or landing of gliders, hot-air balloons, hang gliders, and other devices designed to carry persons or objects through the air in powerless flights is prohibited except by Special Use Permit (permit repealed)
- lakes and reservoirs designated as open to landing. – no Fri, sat, Sun, holiday between May 1 – Sep 30; when cannot maintain distance of at least 500 feet from person, vessel, vehicle, structure during landing or takeoff
- written permission by park manager required before operating an unmanned aircraft in park system



# State Parks – Aircraft and Powerless Flights basics

- aircraft may only land or take off at designated lakes, reservoirs, or landing areas
- includes gliders, hot-air balloons, hang gliders, and other devices designed to carry persons or objects in powerless flight
- prohibited: 1) on spaces “designated as open” on Fri, Sat, Sun, holiday between May – Sep 30; 2) when can’t maintain at least 500 feet from person, vessel, vehicle, structure
- operation of unmanned aircraft requires prior written permission from park manager

# Ultralight Vehicles – regulate?

1. Post signs in City parks within 5.75 miles of SGU:
  - “Operating Ultralight Vehicles is prohibited under federal law.”
2. #1 AND prohibit beyond 5.75 miles of SGU; post signs:
  - “Operating Ultralight Vehicles prohibited by City Ordinance”
3. #1, #2 AND
  - dedicate specific area(s) where Ultralights can operate
4. restrict operations to certain days and times



# Hot Air Balloons

## Hot Air Balloons

- all airspace regulated by FAA
- generally, required to operate at or above minimum altitude limits, except when taking off or landing
- over other than congested areas must fly at “altitude of 500 ft above surface except over open water or sparsely populated areas
- over open water or sparsely populated areas, must operate at least 500 ft above “any person, vessel, vehicle, or structure”

LICENSE REQUIRED BY FAA



# Hot Air Balloons – regulate?

## Options

- dedicated take off area
- flight times (daylight)
- codify for enforcement





# Private Helicopters – regulate?

## Options – take off and landing

- not on private property
- private property in specific zones and/or other restrictions
- SGU only



# Assumption of Risk, Waiver of Liability and Hold Harmless Agreement

*This agreement must be completed and signed in order to participate in the activities associated with the Club Saint George Paramotor (CSGP) ground and air pilot training Program.*

Participant Full Name:(print)\_\_\_\_\_

Address:\_\_\_\_\_

Cell Number:\_\_\_\_\_ Email:\_\_\_\_\_

Emergency Contact:\_\_\_\_\_ Cell Number:\_\_\_\_\_

*THIS IS A LEGAL DOCUMENT, PLEASE READ AND UNDERSTAND  
BEFORE SIGNING.*

I the undersigned, volunteer to participate in Paramotor flight training offered by Club Saint George Paramotor (CSGP). I understand that such participation may involve exposure to certain hazards and risks. These risks may include, but are not limited to: Physical injuries, blisters, strains/sprains, sunburn, frostbite, hypothermia, broken bones, fatigue, dehydration, drowning, harsh weather, and equipment failure. I am freely and voluntarily participating these activities with the knowledge of the risk involved and I do hereby agree to assume and accept any and all risk of injury or death. I agree to hold the CSGP program, and all of the officers, volunteers, and employees of harmless for any liability whatsoever associated with my participation in any CSGP activity or any liability that arises as a result of the participation of any third party involved in an CSGP activity. I also agree to hold harmless The State of Utah, Utah State Parks, City of Saint George or it's parks and recreation division and any other city, state or federal agency associated with the management of lands where CSGP activities take place.

If I suffer or cause injury, death, or property damage while participating in any SGP activity, I agree to indemnify and hold harmless: CSGP, City of Saint George, City of Hurricane, All Private Land Owners in the County of Washington and its subsidiaries, State of Utah; City of Mesquite, State of Nevada and any or all government entities described above for any of my actions. I agree that this release, waiver, hold harmless agreement and covenant not to sue shall bind my spouse and members of my family, if I am alive, and my heirs, assigns and personal representatives, if I am deceased. I understand that the instructors and volunteers of CSGP need not be certified instructors by any organization unless required under specific permit stipulations.

I am also aware that this activity is a common adventure where all participants share responsibility for understanding and managing the risks involved. I also attest to the fact that I am physically capable of participating in the activity without undue risk of death, disability or impairment as a result of my participation. I understand that if there should be any reason to question my physical or mental fitness to participate in the activity that I should consult a physician to determine if the activity is appropriate for my condition.

I agree that if the CSGP has any reason to question my physical or mental ability to participate in the specified activity, that I will acquire a physician's opinion at my own expense prior to the activity and make this information available to CSGP for review. I understand that the CSGP may deny my participation in the activity for any reason whatsoever. I understand that the State of Utah does not provide medical insurance coverage for any participant in an CSGP activity and therefore I understand that I am responsible for all costs that may arise as a result of my participation in an SGP activity and I have adequate health insurance to cover the costs of treatment in the event of any injury.

I agree to refrain from possession or use of illegal drugs and alcohol during any aspect of the activity. I understand that I am solely responsible for my own equipment, supplies and personal property during the course of the activity. I agree that participation in this activity authorizes CSGP to use any collected images for promotional purposes including still photographs and/or video that are taken during the activity.

I understand that if I drive or provide my own motor vehicle for transportation to, during, or from the activity/trip site, I am responsible for my own acts, and for the safety and security of my own vehicle. CSGP assumes no risks or costs of transportation associated with the use of a personal vehicle whatsoever.

I understand if gear is left with CSGP for SIX MONTHS OR LONGER without communication or written arrangements between the student and CSGP, all rights of ownership automatically transfers to Club Saint George Paramotor.

I understand that agreeing to the terms of this contract waiver, if I engage the services an attorney for any service or court action against any party or entity listed herein resulting in attorney's fees, court costs or any other cost related to the defense of this agreement or its parties, I will be responsible for the payment and/or the reimbursement of those expenses in full.

I HAVE CAREFULLY READ THESE TERMS AND FULLY UNDERSTAND THEIR CONTENT. I AM 18 YEARS OF AGE AND FULLY COMPETENT. I AM AWARE THAT THIS IS A WAIVER OF LIABILITY AND SIGN IT OF MY OWN FREE WILL.

Member

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Witnessed: \_\_\_\_\_ Date: \_\_\_\_\_

April 12, 2024

Craig Harrison 435 817-1921  
Jacob Hartley 435 669-3564  
Club Saint George Paramotor

To: Ryan Dooley

Re: Paramotor pilot problem at Saint James Park

Dear Ryan,

Based upon a number of events that have occurred at Saint James Park over the past couple of years, city officials as well as the Paramotor community locally are concerned. We all agree that something must be done to address the problem but hopefully not punish the entire flying community unjustly.

In search for a solution to a particular Paramotor pilot's dangerous antics, we made arrangements to meet with Eric Clark, a long time and respected friend, to see what suggestions he might have. He did say that in a conversation with you the problem at the park was on the city's radar and the city is looking for a solution. In past years we Paramotor pilots have appreciated the willingness of the city of Saint George to work with us to use the park as a LZ.

As you may know, Paramotoring is basically self-regulated according to the FAA. Therefore, faced with this unfortunate dilemma, we think now is the time to join with you in getting to the bottom of the problem and coming up with a solution that will actually work for everyone.

It is amazing to realize that one person (bad actor) can influence an entire community for so long. However, that is exactly what is happening. Club Saint George Paramotor has had literally dozens of run-ins with this individual intent on destroying what has otherwise been a very positive experience for everyone in the community. The individual to whom we refer is BRADLEY SCOTT ROPER.

A few weeks ago Mr. Roper intentionally targeted with his paramotor a couple of lacrosse players who were on the field. Jake and I were close and witnessed the event. It appeared as though he was targeting the kids intentionally. We would normally ask why anyone in his or her right mind does something like that?? Well, we don't think Mr. Roper is in his right mind. To understand Mr. Roper's mindset, while in court on assault charges against us he said to the judge that once he is on the field it is his! It becomes an official LZ and everyone else must leave. The judge corrected him, as did we when called to the stand. We think by targeting the kids on the field he would show them that it was his field and for them to recognize that! He is so out of touch with reality that it became dangerous and since his conviction he was put on parole and ordered to stay away from us.

It is our recommendation to look into Mr. Roper's criminal history to see just how troubled this individual is. For some reason he has targeted Jake and I and as a result we have attempted to get stalking injunctions against him. We would like him to leave us alone! He is a pro at 'weaponizing' the system and has done so by lying to the police many times and the courts on a number of occasions as well.

Insight to a possible solution came in a conversation with a police officer. On one occasion when police were called to the park when Mr. Roper actually landed his Paramotor in the middle of a group of people who were playing Frisbee football. It scared them so badly they left the park entirely. Observers were yelling at Mr. Roper with no effect. I spoke with one of the officers, who is familiar with Mr. Roper and the problems he creates continually, and he suggested to me to appeal to the city to have Mr. Roper served with a letter of '**no trespass**'. In our opinion with everything going on now, that keeping Mr. Roper from trespassing would solve all of the problems there at St. James Park without harming the entire flying community!! In our meeting with Eric Clark, he agreed that it probably is the best solution to the problem both short term as well as long term. Since the community needs to control the problem now and litigation can take a long time and is uncertain as far as outcome, the *no trespassing* thing is the most effective option for the city.

Also, Club Saint George Paramotor and other pilots have spoken to the current airport manager who up to the incident with the lacrosse players had not granted or denied specific permission to the Paramotor community regarding St. James Park, which lies on the five-mile boarder from the airport. However, in our latest communication, he made it clear that if the paramotors pilots will stay out of the specific 'down wind' patterns of the aircraft using the airport, he is fine with us using the park as an LZ. We have that in writing if you would like to see it.

Pending litigation by the city against Mr. Roper is hopefully anticipated. We hope that the city with all the evidence and eyewitnesses and video proof of his latest 'reckless endangerment' of those lacrosse kids will pursue criminal charges. With the pending litigation, it will be further reasons for keeping him away from the park! Jake and I were asked by the FAA to submit sworn testimonies of the lacrosse incident since we were so close to the crime. We would be glad to provide copies to you as well.

The bottom line: Serving a 'no trespass' notice to Mr. Roper can happen quickly and will be the main catalyst to controlling one criminal/out of control person until the court can make a permanent ruling. We believe it will solve the problems for both the city and the Paramotor community. It is our goal to always contribute positively to the community. There have been several visiting pilots who have loved it here in Utah's Dixie that they purchased homes and are now part of the community.

Best Regards,

Craig R. Harrison  
Jacob Hartley



March 8, 2024

## STATEMENT OF TRUTH

Submitted by Craig R. Harrison regarding witnessing a Paramotor event, which happened on February 28, 2024 at Saint James Park, Saint George, Utah involving Mr. Bradley Scott Roper and a large group of young lacrosse players using the field for practice.

Dear Sirs:

On Feb. 28, 2024 around 4pm I was on the field doing some ground schooling for several Club Saint George Paramotor members. This includes kiting and wing control maneuvers in preparation for safe flight.

During that time a fairly large group of people started gathering at the gazebo that said to us that a lacrosse group was sent there by the city to practice rather than their regular field, as there was a scheduling problem. Once the Club members were notified, we shut all of our activities down and moved out of the way, as we always do.

However during that same time, Mr. Roper and four of his friends wanted to launch and continued preparing to launch their paramotors. Even though the kids were starting their practice his friends launched without incident. Myself and three other members of the Club stayed on the field to watch what Mr. Roper was going to do from close range, as we have seen him endanger other groups using the field.

Mr. Roper however was having problems launching his trike. He attempted three times and failed. Each time he botched a launch he got closer to the players. It didn't seem to matter to him however as he told a judge in court during another proceeding against him for criminal behavior, that the field in its entirety becomes a designated 'airport' for him and his cronies and everyone else has to yield to him, come what may. It was obvious that he still had that attitude that afternoon and cares nothing about the safety of those around him.

On his fourth attempt he was able to get off the ground but barely. He was headed straight for the group of kids as they too were watching in horror! Mr. Roper had just enough time to shut the launch down in time to avoid a dangerous situation but chose to endanger the players by continuing. Normally on launch a pilot can climb out at a steep and rapid rate. However, for some reason (it looked like he was trying to scare the kids and show them who was boss, which is his typical M. O.) and endanger them.

In disbelief, the kids realized he was not going to stop. The paramotor was so close to them that they did not have time to get out of the way so at least two of them in panic mode 'hit the deck'. It was good thinking because if Mr. Roper had hit them it could have easily killed them both. That propeller was rotating at over 7,000 RPM and missed them by about what I could calculate, around 24"! To me that is the very definition of 'criminal endangerment of a child'!!

Having had dealings both in the court and out on the field over the past three years with Mr. Roper and his dangerous and criminal behavior, his actions were predictable. He has a lengthy criminal history including being convicted for assaulting both Mr. Hartley and me. Being on probation for that conviction as well as being a convicted felon, it is about time someone threw the book at him! Thinking that he is a part of our group, Club Saint George Paramotor receives calls regularly regarding his reckless and dangerous flying many times targeting people on the ground.. MR. ROPER IS NOT A PART OF CLUB SAINT GEORGE PARAMOTOR!

The parents in this situation at the park said to me, they had nothing against us but have to do something to keep Mr. Roper on the ground. There are many pilots in the area who are unjustly being punished for Mr. Roper's criminal behavior. As his elementary teacher told me directly, she had to actually kick him in the shins to get him to behave! He is wired differently and needs to be controlled for sure.

It is my hope that once these proceedings are concluded and the problem is contained, that the self regulated law biding and courteous pilots will be granted access once again to the park. Being on the very edge of the five-mile radius of the airport, and because of the precedent of support from the airport manager of referring inquiring Paramotor pilots to Saint James Park for low flight it seems a reasonable hope. The sport attracts a lot of visitors and we believe it is good for the community.

Sincerely,

Craig R. Harrison  
A Living Man

## SWORN STATEMENT

To Whom it may concern,

On 2/29/2024 around 4:30 PM in St. George Utah at St. James park myself, Craig Harrison, and two of our paramotor students Al Griffin and Bob Plachta who were kiting and were present and witnessed Mr. Brad Roper try to take off on his paramotor trike from the park. Mr. Roper had 3 failed takeoff attempts and the 4<sup>th</sup> attempt he got airborne. There was a group of kids playing lacrosse at St. James park and their parents were in the park pavilion watching as Mr. Roper was taking off. As Mr. Roper was rolling on the ground for takeoff, he was heading toward the group of kids almost hitting them. Two of the children had to dive out of the way or they would have been hit. This caused a hazard to persons on the ground. This has not been his first offense. The parents were very upset and understandably so and they tore his and other pilot's windsocks out of the ground destroying them. We had to explain to the parents and those present that Mr. Roper was not a part of our group and that he has been a constant problem in our local community and surrounding areas flying his paramotor and violating FAR 103 which regulates ultralight vehicles by flying over congested areas of people, buildings and livestock and creating a hazard to other persons. He has specifically violated FAR 103.9 (a), FAR 103.15, and 103.17. Mr. Roper has been reported to the FAA previously and evidence was submitted but no action has been taken against Mr. Roper for his violations. When Mr. Roper was contacted by the Salt Lake City aviation safety inspector Gordon Behunin from the flight standards district office about this incident he denied all allegations even though there is video evidence and multiple eye witnesses that saw this incident. Actions need to be taken against Mr. Roper for his violations or he will continue to violate FAR 103 and be a hazard to other persons and property for his carelessness.

Jacob Hartley