

100 Mile Model Flyers Club Rules

Administrative

100 Mile Model Flyers

Radio controlled model airplane club

900 Ainsworth Rd

100 Mile House BC

Rules and Regulations

All RPAS pilots must have a copy of these rules available while flying. That can be electronically or a printed copy. The club will endeavour to leave a printed copy at the flying site in a weather proof container. Model pilots may fly at the club field subject to the following;

1. General

- A. All flyers must possess a current MAAC membership and Canadian RPAS licence
- B. The 100 Mile Model Flyers is for camaraderie and FUN
- C. The current MAAC safety code and guidelines for field operations must be practiced
- D. Club members who wish to fly solo must be able to demonstrate proficiency in their flying skills by being endorsed by the chief safety officer or instructor.
- E. Student pilots may only fly under the supervision of a designated "100 Mile Model Flyers" instructor.
- F. Visitors may only fly if accompanied by a member of the "100 Mile Model Flyers".
- G. 100 Mile Model Flyers visitors are their hosts responsibility, it should not be necessary for other club members to act as host or apply club rules to their guests

2. Frequency Control.

- A. The frequency board must be used at all times by pilots using 72 Khz transmitters. Pilots must have identification pin attached to frequency board when ever radio is not in the impound.
- B. Pilots are to place 72 Khz transmitters at the impound area when not in use and between flights.

3. Noise Control

- A. No member is to operate an aircraft or run an engine without an effective muffler installed.

4. Flying Area

- A. The flying area is a rectangle shape approximately 2000' wide by 1500' deep. All flying shall be in accordance with MAAC guidelines. There will be ABSOLUTELY no flying over the pit area, or within 30 meters of any parking area, spectator area, near structures or anywhere behind the flight line.
- B. The flying pattern or circuit direction for take off and landing will be dictated by the prevailing winds of the day and may be changed as the winds change. Pilots should announce intentions to takeoff and land and any maneuvers if 2 or more planes flying at the same time.
- C. The runway must be kept clear of all debris (broken props, balsa etc.) and /or anything that could affect another person or plane. Take your garbage with you.
- D. Flyers will give right of way to and avoid flying in the proximity of full size aircraft --- we encourage the use of an spotter/visual observer.

5. Pit Area

- A. Members are to use the pit area to work on there aircraft.
- B. No engine running in the pit area, ensure the propeller and prop wash does not create a hazard to other pilots or planes. Test running of engines, for setup or maintenance is to be done at the north/west startup pad or on designated test bench located north/west of storage container.
- C. Taxing in or out of pit area is prohibited. After landing shut engine off with plane parallel to runway. Plane retrieval to be announced before stepping on to runway.

6. Vehicle Parking

- A. All vehicles must be parked in the designated parking area at all times.

7. Field Maintenance.

- A. All members will share in the repair, maintenance and repair of the facility.

ANY MEMBER WHO VIOLATES CLUB OR MAAC RULES MAY HAVE HIS/HER FLYING PRIVILEGES SUSPENDED IN ACCORDANCE WITH THE CLUB BYLAWS

Normal Operating Procedures and Club Safety Rules

1. Safety

- a. The MAC safety code is to be in effect at all times.
 - b. A successful radio equipment ground range check must be done before the first flight of the day and after any severe or unsuccessful landing.
 - c. Airplanes shall be flown at all times with due regard for safety of people and property.
 - d. Members must constantly be aware that hazardous situations can arise at any time with out warning due to equipment failure, radio interference or pilot error. (Always be aware of what is happening around you!)
 - e. Dangerous and / or reckless flying in any manner will not be tolerated.
 - f. Airplanes must be properly secured while starting engines.
 - g. No cell phones in pit area or on flight line.
 - h. All members must announce intentions before entering flight line with there plane or person. And announce going onto or crossing runway.
 - i. If more than 2 pilots flying it is recommended that spotters be used.
- 2. Model assembly should be done in the designated pit area.
 - 3. Batteries shall not be connected to electric models unless the model is restrained in the start-up area – **no exceptions.**
 - 4. Gas/glow/turbine models must be restrained and started in the start-up stands or similar, located in the start-up area. Do not conduct prolonged tuning if other pilots are flying.
 - 5. 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 east or west but away from the sun.
 - 6. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.

7. Our flying area as measured from the center of the pilot stations is a box 600 meters left, right and straight out. Refer to the site flying area map for no-fly zone depictions No flying out side of 600 meter box
8. Recovery of RPA that land/crash off the runway but in the flying area will be done in agreement with any pilots flying.
9. A fire extinguisher must be present for all powered RPA operation.
10. If there is an accident requiring emergency services, cellular service is adequate to call 911. The civic address is 900 Ainsworth Rd.
11. Pilots may fly in formation provided they agree to do so. There is no limit on number of airborne RPA.

100 Mile Model Flyers 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:

12. The aerodrome name is 100 Mile airport (CAV3) and it is located 1.8nm nautical miles north of our modelling site. The aerodrome (CAV3) is uncontrolled in uncontrolled airspace (class G).
13. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site. The MAAC normal see and avoid procedures are deemed sufficient to ensure our RPAS do not interfere with aircraft operating in the established traffic pattern or in the vicinity.
14. In the event of a “fly-away” towards CAV3, you may call the aerodrome operator at 250 612 8700 and advise them of the issue. Our site is in uncontrolled airspace so there is no need to notify ATC.
15. 100 Mile Model Flyers club members should check for CAV3 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.
16. The club executive has contacted the operator (OPR) of CAV3 100 mile airport, and they have expressed no issues with our RPAS site located at 900 Ainsworth rd. All air traffic inbound to or outbound from CAV3 fight paths is either west or east of 100 Mile Model Flyers main field.
17. 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 100 Mile House. Night flying is not allowed at 100 Mile Model Flyers Club unless your RPA is brightly lit.
18. Visual observers and MAAC “spotters” are optional at our site. The following are club 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 or use the airhorn in the club house or ring the bell.
 - 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.
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. 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 3sm 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 the cell tower 3nm south, flying is normally permitted.

21. There are no other risk mitigating strategies required at 100 Mile Model Flyers Club.

22. The Club executive will review these rules at least once a year.

100 Mile Model Flyers Club requires visual observers for any of the following scenarios.

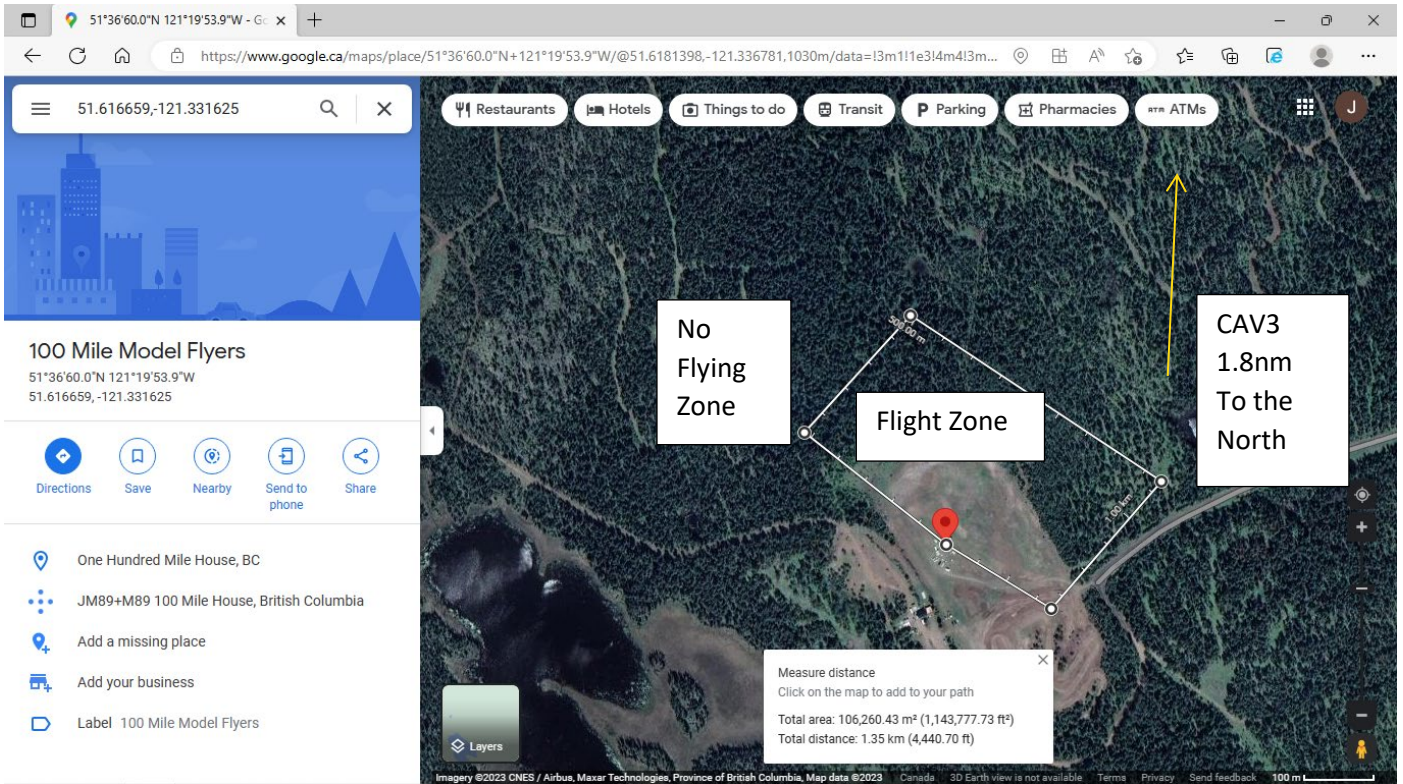
1. RPAS weighing more than 1Kg and flown above 200' AGL
2. In agreement with the 100 Mile Model Flyers flight training school, anytime A student pilot is flying.
3. Any time two or more RPA's are being flown.

When visual observers are required, the club rules shall be 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 (whatever direction airplanes come from etc.)
2. The visual observer should use the Club handheld receiver to monitor the air traffic frequency for CAV3 (123.2Mhz).
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. When spotting a potential conflict – yell AIRPLANE in a clear loud voice.
5. When you believe the airplane is no longer a problem yell – ALL CLEAR.
6. Whenever a visual observer is required, all other club members present must keep unnecessary ambient noise to a minimum. NO run-ups on adjacent start up stands.

100 Mile Model Flyers Main Field

Flight Box



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

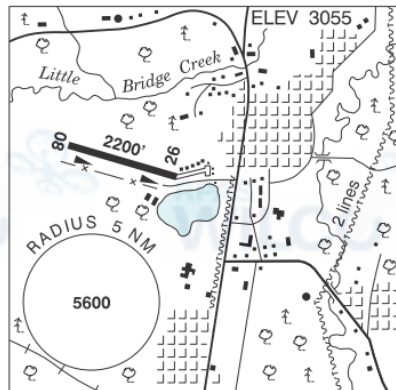
BRITISH COLUMBIA

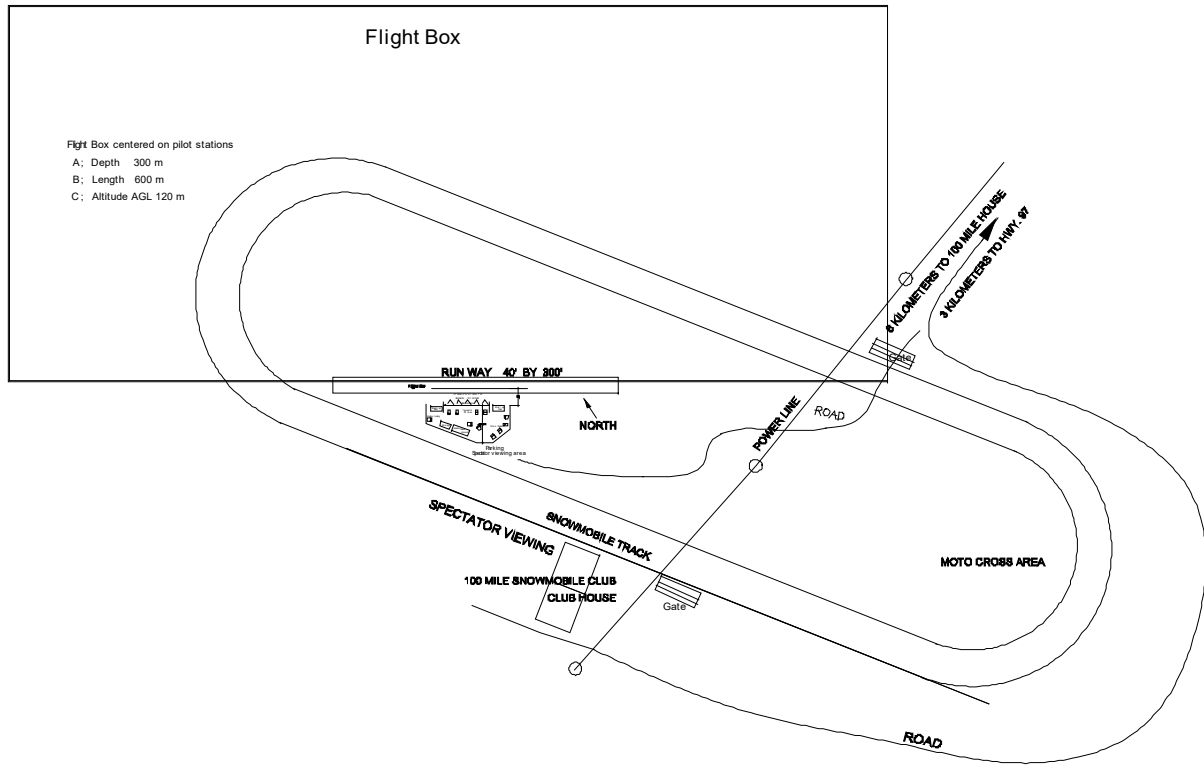
AERODROME/FACILITY DIRECTORY

ONE HUNDRED MILE HOUSE BC

CAV3

REF	N51 38 33 W121 18 25 Adj SW 17°E (2016) UTC-8(7) Elev 3055' A5004 LO2
OPR	The District of 100 Mile House 250-395-6441/0591 Reg
PF	C-1,2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
RWY DATA	Rwy 08/26 2200x50 asphalt Rwy 08 up 2.5% Opr Ltd win maint
RCR	
COMM	
ATF	tfc 123.2 5NM 6100 ASL
PRO	Recommend downhill tkof Rwy 26 & uphill ldg Rwy 08 when wind cond permit.
CAUTION	Severe downdrafts may be encountered when taking off to the E. P-line 40' high adj E of A/D. Hill 3940 ASL 0.5NM E. Watch for bird activity from adj sanctuary.





100 Mile Model Flyers Main Field

GPS coordinance in front of pilot stations

51°36'60.0"N 121°19'53.9"W

51.616659, -121.331625

Flight Box centered on pilot stations

A ; Depth 300 m

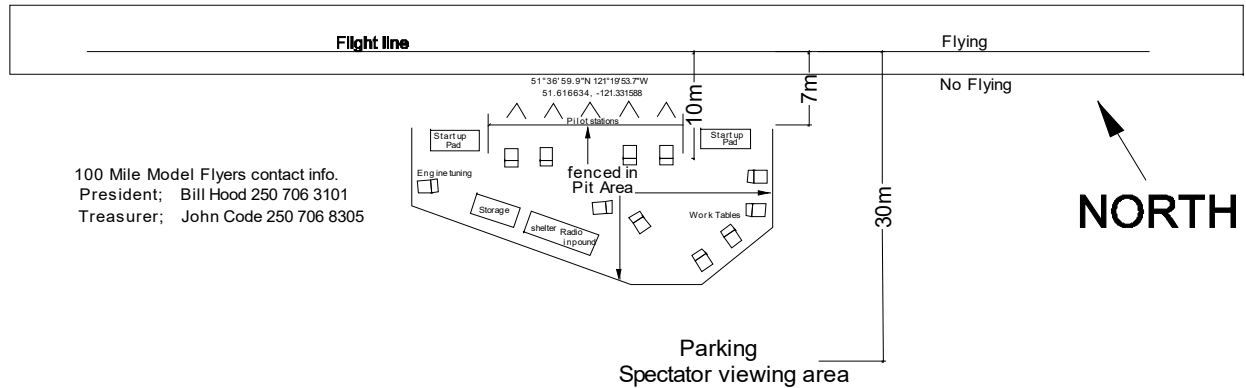
B ; Length 600 m

C ; Altitude AGL 120 m

Civic Address ; 900 Ainsworth Rd.

Gate Coordinance ; 51.616095, -121.32714

RUN WAY 40' BY 300'



100 Mile Model Flyers contact info.
 President; Bill Hood 250 706 3101
 Treasurer; John Code 250 706 8305



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).

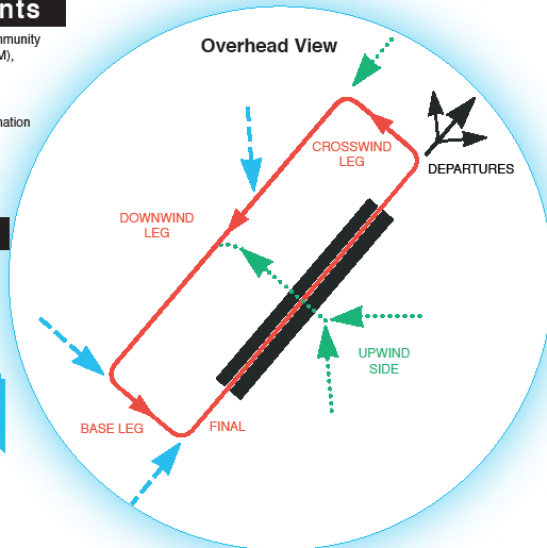
Standard Left-Hand Pattern

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.



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.

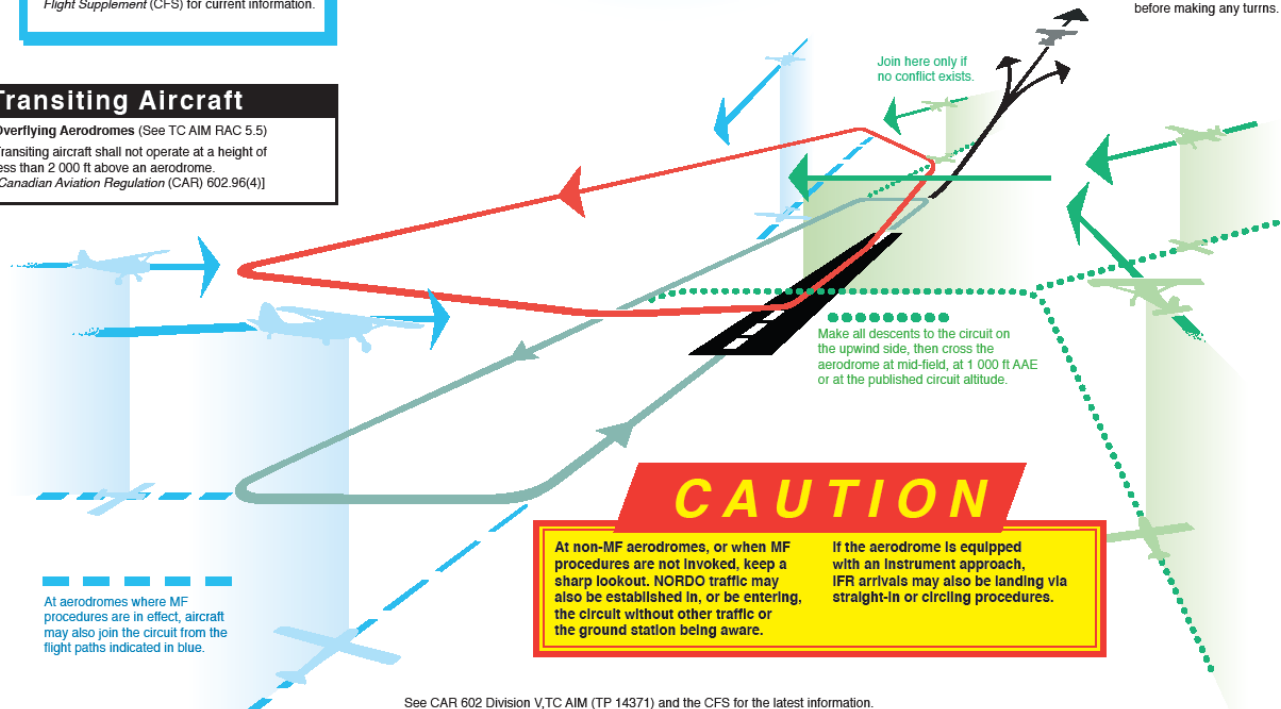
Circuits: (CAR 602.102)

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

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)]



DEPARTURES
Climb to circuit altitude before making any turns.

Make all descents to the circuit on the upwind side, then cross the aerodrome at mid-field, at 1 000 ft AAE or at the published circuit altitude.

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.