

Propnuts R/C Flying Club Rules

These rules are available in print or online at [MAAC - PROPNUTS R/C FLYING CLUB](#)

There is a copy of these rules at the field and all members have been given a copy.

RPAS operation (RPA with an all-up flying weight between 250 grams and 25kg) is **prohibited** at this site because the site is within the Abbotsford Airport's class C (CYXX) controlled airspace.

The Propnuts R/C Flying Club allows the following modelling categories:

mRPAS, (fixed wing and heli/multirotor) and free flight (rubber-powered or glider)

Administrative

The Propnuts R/C Flying Club, Vern Wright Memorial Field, is located at 34777 Clayburn Rd. Abbotsford, BC.

All persons using this modelling site must:

- 1) Be MAAC members in good standing.
- 2) Be members of the Propnuts R/C Flying Club or an invited guest supervised by a member.
- 3) Agree to follow the MAAC Safety Code and all other club rules.

In an **emergency**, phone 911 and the civic address for first responders is 34777 Clayburn Rd.

GPS 49.088787, -122.266461

The field entrance is a gravel driveway, metal gate, South off Townshipline Rd. .35 km east of Bell Rd.

Our field/farmer contact is Brian Fooks aka Clayburn Cattle Co. Tel. 604-850-4913

General Site Rules

- 1) A fire extinguisher must be present for all powered model operations.
- 2) Due to the fire hazard of being surrounded by hay, smokers must be careful and use ashtrays.
- 3) Flying/modelling is not permitted if non-modellers occupy the site. **DO NOT breach this rule** – wait for others to finish or come back another time.
- 4) The site is limited to operation starting at 8:00 am and ending at 9:00 pm.
- 5) No flying/modelling will commence until half an hour after sunrise and end half an hour before sunset, the time of which is available on the Weather Network App for the city of Abbotsford. Night flying/modelling is prohibited at the Propnuts R/C Flying Club unless your model is brightly lit. (most UMX 'lighted' models are not bright enough in stock form)
- 6) Clean up after you leave – do not leave any garbage or crashed model parts behind.
- 7) A maximum of 3 aircraft to be flown at a time. Normal operating procedures and Club safety rules
- 8) Pilots must have their 'wings' qualifications before solo flying at the field. All Probationary pilots, Guest pilots, and Junior members must have a spotter in the flight station who is a full member. Spectators (any observer who is not a club member) must stay out of the pits, flight station and flying area unless they are invited and accompanied by a club member.
Pilots to announce their take off and landing.

- 9) All members shall follow the applicable Canadian Aviation Regulations.
- 10) Batteries shall not be connected to electric-powered models unless the model is restrained.
- 11) Free Flight models (rubber powered and gliders) cannot weigh more than 500 gm.
- 12) The direction of launches, take-off/landing, will be determined by wind direction (into the wind). If there is no wind, all take-offs etc., shall be N/B and announced to all.
- 13) Hand launching and bungee launching shall be done in agreement with any pilots flying.
- 14) The free flight flying zone is to the south and west of the parking area. Set up can be in the parking area. Free flight operations are only allowed when the hay is about a foot high or less (shortly after a cut) to minimize damage to the hay crop.

mRPAS Site rules

- 1) The mRPAS weight limit is a maximum of 249gms. E-flite UMX models in stock form with the recommended battery range are well under the limit. Any modifications from stock form may increase the weight. Keep a log of any mRPAS models that have been modified from stock with the weight noted for inspection by a club executive at any time. Any member found flying a model that exceeds the weight limit will have their flight privileges immediately suspended and the matter referred to the club executive for further investigation.
- 2) No autonomous or semi-autonomous mRPAS systems that can remain airborne, or perform controlled flight, without continuous pilot input shall be flown.
- 3) Pilots conducting mRPAS activities shall give way or otherwise immediately get out of the way of all full-scale aircraft – **no exceptions**.
- 4) **Per the NAV DRONE approval tool, the maximum permitted mRPAS altitude is 300' above ground level.**
- 5) The site set up is explained in the appended diagrams/photos.
- 6) Our flying area is a rectangle of approximately 300m X 450m over our farmer's hay field.
- 7) NOTE – MAAC and CAR rules require **NO FLYING within 30m** of any person, property, or "thing" of value. Fly to the east of the runway to ensure adequate spacing.
- 8) No flying will commence until half an hour after sunrise and end half an hour before sunset, the time of which is available on the Weather Network App for the city of Abbotsford.
- 9) Club members shall check for CYXX and CSM7 related NOTAM either using the NAV CANADA NOTAM portal or the RPAS Wilco app.
- 10) No mRPA 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 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.

- 11) In the event of any type of model “fly-away” towards the Sumas Mountain heliport CSM7 (Hydra Helicopters Inc.) 2.93nm to the Northeast, you may call CSM7 at 604-309-8393 and advise them of the issue.
- 12) In the event of a fly-away to the south towards Abbotsford Airport (CYXX – 5.26nm south), where in the opinion of the pilot the RPA could reasonably fly far enough south to come within 3nm of CYXX, call CYXX ATC on their emergency phone number 604-855-1199 and advise them of the situation.
- 13) In the event of an emergency, such as a fire, injury to any person or any other type of event requiring emergency services, call 9 -1-1 and give them our location.
- 14) Since the club field is in controlled airspace, **visual observers are mandatory**. The following are club procedures for ensuring full-scale aviation safety:
 - a. At least one visual observer shall stand (no sitting allowed) within arm’s length of any pilot flying.
 - b. The sole role is to scan for approaching full-scale aircraft – do not watch the mRPA. Pay particular attention to helicopter traffic departing/arriving at CSM7 and skydive aircraft.
 - c. When the visual observer or any other member spots/hears a full-scale aircraft that might come near the site, they are to yell out “AIRCRAFT” loudly.
 - d. Upon hearing this notification, all pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
 - e. When the full-scale aircraft 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.
- 15) If there is any type of near miss or safety concern between a full-scale aircraft or a bystander and our models, ALL modelling SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and 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 you must keep this form for one year. Resume modelling when done.
 - b. If the member or Club executive deems the event serious, modelling will not resume until members are given permission by the Club executive – in writing.
 - c. If there is actual contact between an aircraft or bystander and a MAAC model – all modelling will cease until MAAC confirms we may resume operations.
 - d. This process is for your protection.

Operations within 3 nm of an Aerodrome

- 1) The Propnuts club operate within 3nm of an aerodrome as listed in the CFS/CWAS and is required to provide all members with the following information:

- a. The aerodrome's name is Sumas Mountain (Hydra Helicopters) CSM7 and it is located 2.9 nm N/E from our modelling site.
- b. The aerodrome is a Heli. pad, 60'x60'. Heli traffic can overfly our field but usually just to the west of us at about 2000' alt.
- c. There are/no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
- d. The club executive has contacted the operator (OPR) of CSM7, and they have expressed no issues with our mRPAS site.
- e. The Skydive site is 2nm to the NW of us. The aircraft are easily heard and are never near the club field as they keep to the North of us. The club executive has contacted the operator and they expressed no issues with our mRPAS site.
- f. The Abbotsford Airport YXX is 5.3nm South of us and although we are in its control zone, we experience very little aircraft traffic this far out.
- g. There are no other risk mitigating strategies required at the Propnuts Vern Wright Memorial field.
- h. The Club executive will review these rules at least once a year.

Free-Flight

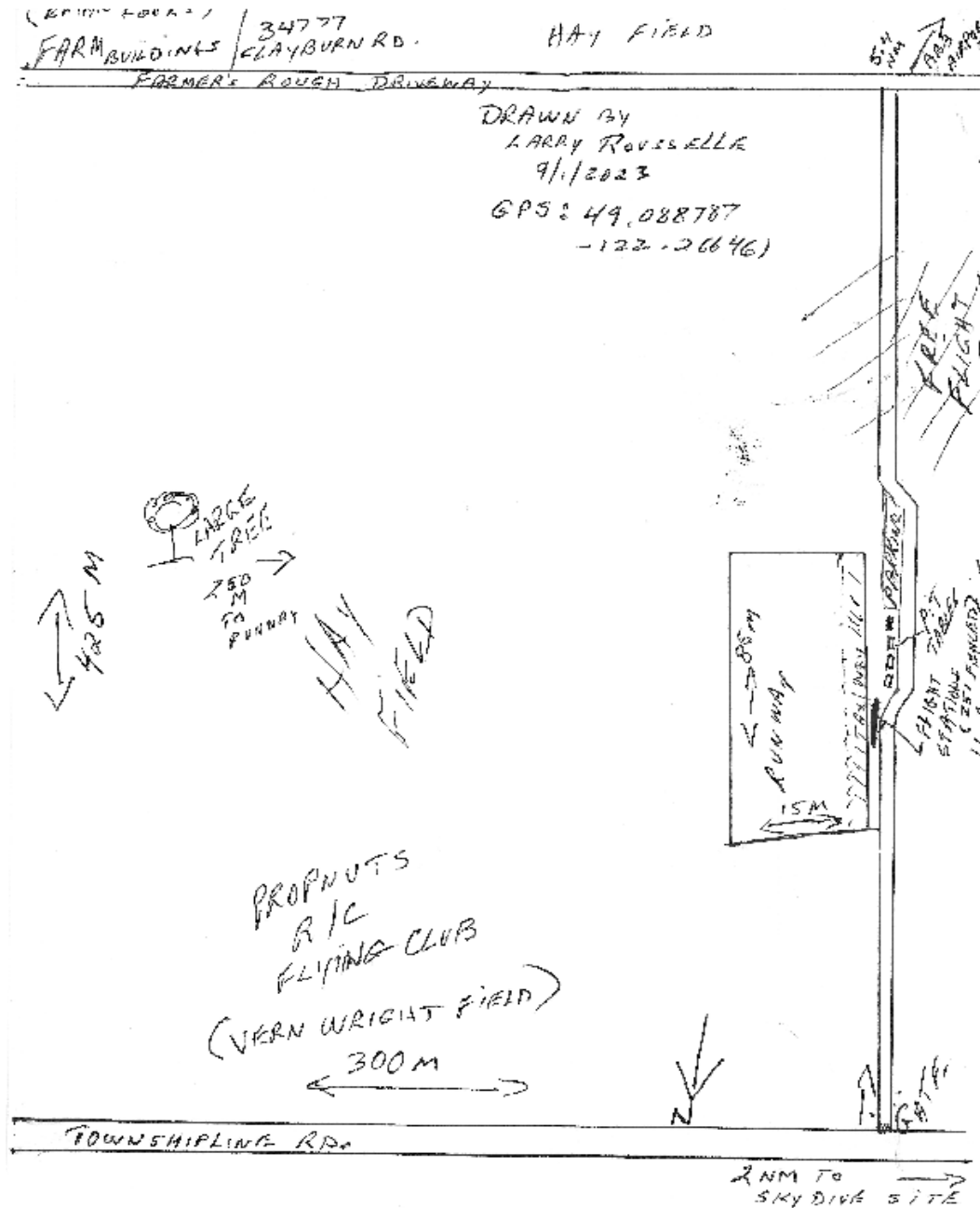
- 1) When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BYSTANDER" loudly.
- 2) ALL members must immediately stop any launch preparations.
- 3) If a model has already been launched, the spotter or modeller should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.
- 4) Our site is located within 3nm of an aerodrome as listed in the Canada Flight supplement. The following are required procedures to assist in ensuring aviation safety.
 - a. The aerodrome name is Sumas Mountain (Hydra Helicopters) CSM7, 2.93 nm N/E of our club site. The heliport traffic pattern does not normally come over our site, however we can see the occasional transient aircraft just to the west of us at about 2000'.
 - b. Prior to the launch, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft.
 - c. If all is clear, then commit to the launch procedures.
- 5) No free-flying model aircraft operations will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
 - d. If cloud is present below 1000' above the model flying area. (above max. free flight expected altitude)
 - e. a horizontal visibility requirement of less than 3sm around the modelling area, and

- f. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.
- g. If you can see the top of Sumas Mountain, you can fly.
- h. If a bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

There are no other risk mitigating strategies required at the Propnuts site.

THE CLUB EXECUTIVE WILL REVIEW THESE RULES AT LEAST ONCE A YEAR.

FIELD LAYOUT



Flying Area

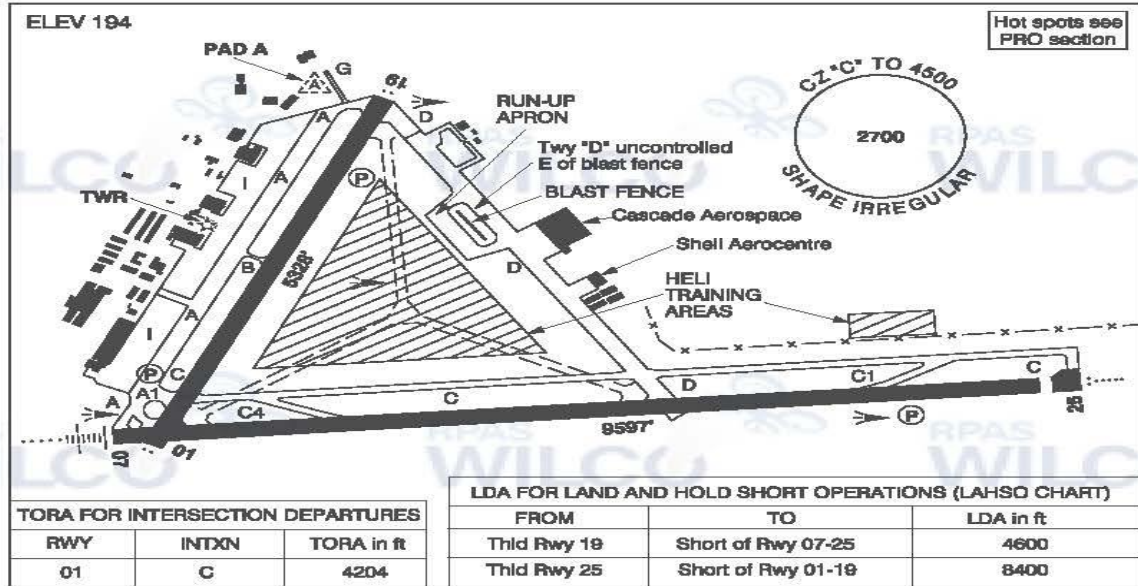


CFS Entry

ABBOTSFORD (SUMAS MOUNTAIN) BC (Heli)

CSM7

REF	N49 06 18 W122 11 51 4.5NE 17°E (2011) UTC-8(7) Elev 1067' VTA A5004	
OPR	Hydra Helicopters Inc. 604-309-8393 Reg PPR	
PF	B-1 D-2,3,4,5,6	
FLT PLN	FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)	
HELI DATA	FATO 60' x 60' CONC TLOF 60' x 60' CONC Safety Area 60' x 60'	
RCR	Opr Day only	
COMM	ATF tfc 123.2 1NM 2100 ASL	
PRO	Arr/dep 090° or 270° fr heli to avoid overflight of built-up area and steep terrain	
CAUTION	Extv tfc transiting E and W over the Fraser River. High trees S, W and N. Blasting area 2NM S. Acft tng area (CYA 182) 4NM E. CYXX CZ 1NM W.	



REF	N49 01 31 W122 21 36 2.2SW 17°E (2014) UTC-8(7) Elev 194' VTA A5004 LO2 HI3 T1 CAP RCAP
OPR	City of Abbotsford 604-855-1001 1230-0800Z± Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/15 888-226-7277 16-08Z±
FLT PLN	Pilots are to open/close VFR Flt Pln with Kamloops FIC via phone or Pacific rdo 122.5 when practicable. FIC Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) ACC Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 or 800-668-1333 WX METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Abbotsford Shell Aerocentre FUEL MG-1, 100LL, JA (CON S IP JA-1, FSII) 604-854-1964 by truck, self-serve VISA & Mastercard only 778-800-0132. OILS All 1,2,3,4,5 ARFF DESIGNATED CAT 7 for all sked acft 20 seats and abv, all other acft 2 hr PN. Ctc 604-864-5544. JASU AC/DC 28V 400 amp min PVT ADV Abbotsford Shell Aerocentre 122.95 604-854-1964 or 877-270-2010 MIL CON Abbotsford Shell Aerocentre 604-854-1964

BRITISH COLUMBIA

AERODROME/FACILITY DIRECTORY

ABBOTSFORD BC (Cont'd)

CYXX

RWY DATA	Rwy 07(069°)/25(249°) 9597x200 ASPH Thld 25 displ 295'. Rwy 01(009°)/19(189°) 5328x200 ASPH
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN V Rwy 01/19 AGN IIIB
TWY CERT	Twy: B, G AGN II Twy D AGN IV
TWY	Twy D uncontrolled E of blast fence. Twy B rstd to acft with wingspans 78' or less. Reverse turns to exit Rwy 07 onto Twy C4 rstd to acft with wingspans 50' or less. Turns onto Twy A from Twy C rstd to acft with wingspans 171' or less. Turns from Twy A onto Twy C rstd to C-130 & smaller (blast issue). Turns west onto Twy C4 and east onto Twy C1 from Twy C rstd to acft with wingspans 133' or less. Twy G uncontrolled.
APRON	Ltd prkg and de-icing dur win ops, all wide body acft 2hr PN ctc ops 604-864-5544. Corporate itinerant prkg ctc Shell Aerocentre.
RCR	Opr Ltd win maint 1400-0730Z±, O/T 2 hrs PN call out chg. PPR dur win maint exc sked ops, altn or emerg. CRFI, PLR/PCN.
LIGHTING	01-AS(TE ME) P2, 19-AS(TE ME) P2, 07-AN(TE HI), 25-AO(TE HI) P3
COMM	<p>RCO Cranbrook rdo 119.4 (RAAS) 07-15Z± Pacific rdo 122.5 (FISE) 126.7 (bcst)</p> <p>ATIS 119.8 1-877-517-2847 15-07Z±</p> <p>GND 121.8 15-07Z±</p> <p>TWR 119.4 (inner) 121.0 (outer) 295.0 (V) 15-07Z± (emerg only 604-855-1199)</p> <p>MF MF and advsy svcs only provided over Canadian territory. Cranbrook rdo 119.4 295.0 07-15Z± CZ shape irregular 4500 ASL (CAR 602.98) (emerg only 250-426-6312)</p> <p>PAL Victoria Tml 132.7 (avail on gnd)</p>
NAV	<p>NDB XX 344 (M) N49 00 55 W122 29 17 WHITE ROCK WC 332 (L) N49 00 12 W122 45 01</p> <p>ILS IXX 109.7 (Rwy 07) RVR LOC reliable only within 10° either side of centreline.</p>

BRITISH COLUMBIA

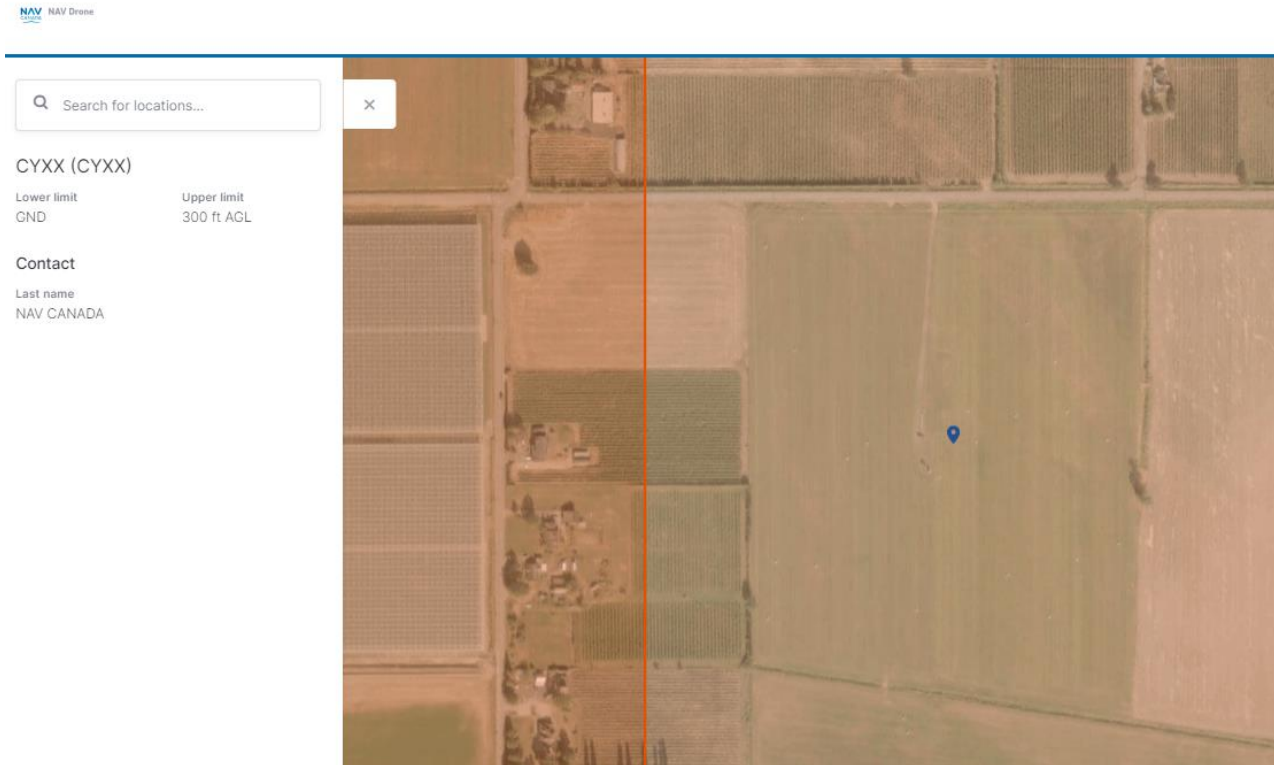
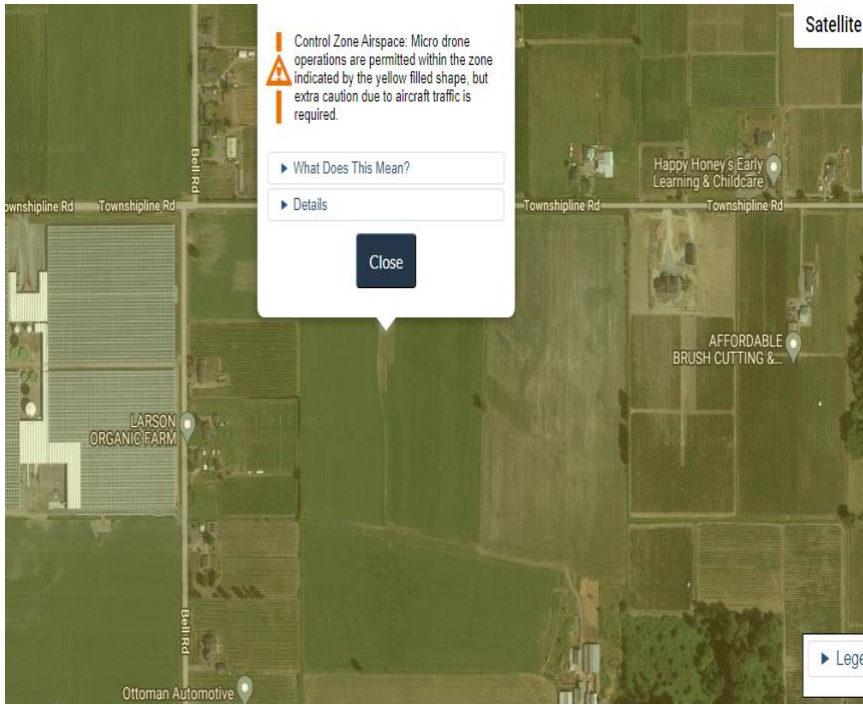
AERODROME/FACILITY DIRECTORY

ABBOTSFORD BC (Cont'd)

CYXX

PRO	<p>Rgt hand circuit Rwys 07 & 01 (CAR 602.96). Rwy 01/19, Twy B, C, C1 and C4 not avbl for acft taxiing when visibility below 1/2sm (CAR 602.96)</p> <p>NIGHT RESTRICTIONS: Turbo-jet, turbo-fan and turbo-prop tng not permitted fr 06-15Z. All other night tng as authorized by the APM.</p> <p>Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia.</p> <p>Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.</p> <p>ATS REQUIREMENTS:</p> <p>All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.</p> <ul style="list-style-type: none"> - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Kamloops FIC at 866-541-4101 or PAC RDO 122.5. - All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary. <p>VFR ARR/DEP ROUTES:</p> <p>See VTPC</p>
HELI	<p>When assigned, follow heli routes as depicted on the Heli VTPC.</p> <p>East and McCallum Routes: not above 700 ASL between airport and McCallum Rd. Dep/arr S & SW as cleared by ATC.</p> <p>Heli tng areas day use only. Infield heli tng area, remain at least 400' east of Rwy 01/19 and 400' N of Twy C, 700 ASL & below, etc ATC for heli circuit procedures.</p>
CAUTION	<p>Numerous obsts in heli tng areas. Parachute area aprx 5NM NNE of aprt. Tall vehicles on road S Thld 01; Ngt ops must use PAPI.</p>

Nav Drone Info for mRpas



Other Diagrams

