

KAMLOOPS MODEL AIRPLANE SOCIETY



GOOSE LAKE FLOAT FLY SAFETY RULES

ADMINISTRATIVE

Goose Lake is one of KMAS's Sanctioned Sites for RPAS operation only. A copy of these rules must be available to any member who is operating an RPAS. The club will endeavor to keep a copy at the flying site.

All persons operating RPAS at this site must:

1. Be MAAC members in good standing.
2. Be members of the KMAS club, or an invited guest and
3. Agree to follow the MAAC Safety Code and all other club rules.

In the event of an emergency, phone 9-1-1 and provide the following address information:

There are two routes you can take to reach Goose Lake. One via Lac le Jeune Rd. and one via Long Lake Rd. off highway 5A S – Princeton Kamloops Highway.

Route #1 via Lac le Jeune Rd. - 21.1km total from the Trans-Canada Highway

To get to the lake, traveling west from Kamloops, on the Trans-Canada Highway, take the exit #366 and turn left to Copperhead Dr. Staying West on Copperhead Dr., stay to the right and turn right on Lac le Jeune Rd. Travel through the tunnel and continue on Lac le Jeune Rd. for 15.7km until you come to Goose Lake Rd., on your left. Continue 5.4km on Goose Lake Road, which will take you to the lake, parking and prep area. Directions with photos can also be found at <http://kmasrc.ca/Goose%20Location.html>

Route #2 via Highway 5A S and Long Lake Rd. - 13.4km total from the Trans-Canada Highway but very winding road.

Long Lake Rd. is accessed from Highway 5A - South Princeton Kamloops Hwy. If you are traveling West on the Trans Canada #1 highway, take exit #368 and turn left at the light. Continue on Hillside Way, which turns into 5A South - Princeton Kamloops Hwy, for 4.4km. Turn right onto Long Lake Rd. Travel on Long Lake Rd. for 1.6km until you come to Goose Lake Rd. on your right. Turn right onto Goose Lake Rd. and travel for 7.4km until you reach the Pilot Station location. Refer to the Site map for the Pilot Station location. Directions with photos can also be found at <http://kmasrc.ca/Goose%20Location.html>

CLUB NORMAL OPERATING AND SAFETY RULES

The pilot station Coordinates are 50°34'55.1"N 120°23'33,3"W. The airspace is Class “G”, uncontrolled up to 700’ AGL (feet above ground level). The altitude limit for RPAS operation is to remain below 400’agl, unless otherwise authorized by MAAC in writing.

1. All members shall follow the Canadian Aviation Regulations for RPAS.
2. A fire extinguisher must be present for all powered model operations.
3. All pre-flight inspections or assembly shall be done in the designated area.
4. Batteries shall not be connected to electric powered models unless the model is restrained in the start-up area – no exceptions.
5. 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.
6. A catch container must be used during fueling gas type airplanes, to prevent fuel spillage.
7. Engine check - Full Power - At Goose Lake, this is performed while the plane is in the water, pointing away from spectators and a second person is holding the tail
8. The direction of take-off landing, and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be DESCRIPTION.
9. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
10. No plane is to take off when the recovery boat is in use and all planes must land before the boat is launched.
11. All planes must land when a recreational type watercraft (canoe, kayak, etc.) is launched on the lake by other parties using the lake. No planes are to be flown until the watercraft has exited the water.
12. Under normal circumstances, a maximum of three (3) aircraft may be flying at one time at Goose Lake. Three at the same time require spotters for all aircraft. When a spotter is assisting, their responsibility is to advise the pilot, who they are spotting for, of any aircraft that may be in proximity or on a converging course.
13. Our flying area is as depicted in the attached diagrams.
14. Pilots must restrict their take-offs, flying and landings to the area of the lake at least 30.5 meters (100 feet) from the pilot stations. This 30.5 meters (100 foot) point establishes a safety line, parallel to the shore, that you are not allowed to fly behind.
15. **No person is to fly over or past the road which will be on your left!**
16. Do not encroach on or harass any of the wildlife in the area, (ducks, geese, turtles, eagles)
17. Visual observers are optional at our site. The following are club procedures for ensuring full scale aviation safety:
 - 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.
 - ALL Pilots must immediately descend to as low an altitude as possible and then land as soon as safely able.
 - 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.

18. No RPA or other model aircraft flying will occur below the Club mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:

- If cloud is present below 1000' above the model flying area
- a horizontal visibility requirement of less than 3sm around the flying area, and
- if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

Adjacent Aerodromes

The nearest aerodromes are 7nm north of our site, and no special procedures are required.

Emergency Procedures

If there is a grass fire and it is obviously out of your control, please call 1-800-663-5555 or (*5555 from a cell phone) as soon as possible and report the fire. In the case of an emergency, the property lease holder is Dr. Jason McGillivray and can be contacted at 250-319-6925.

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 MAAC and the Club executive and follow MAAC policy with the following exceptions:

1. 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.
2. 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.
3. If there is actual contact between an aircraft and a MAAC RPAS – all flying will cease until MAAC confirms we may resume operations.
4. This process is for your protection.

There are no other risk mitigating strategies required at KMAS Goose Lake site. The MAAC “see and avoid” technique has been determined to be adequate to ensure aviation safety.

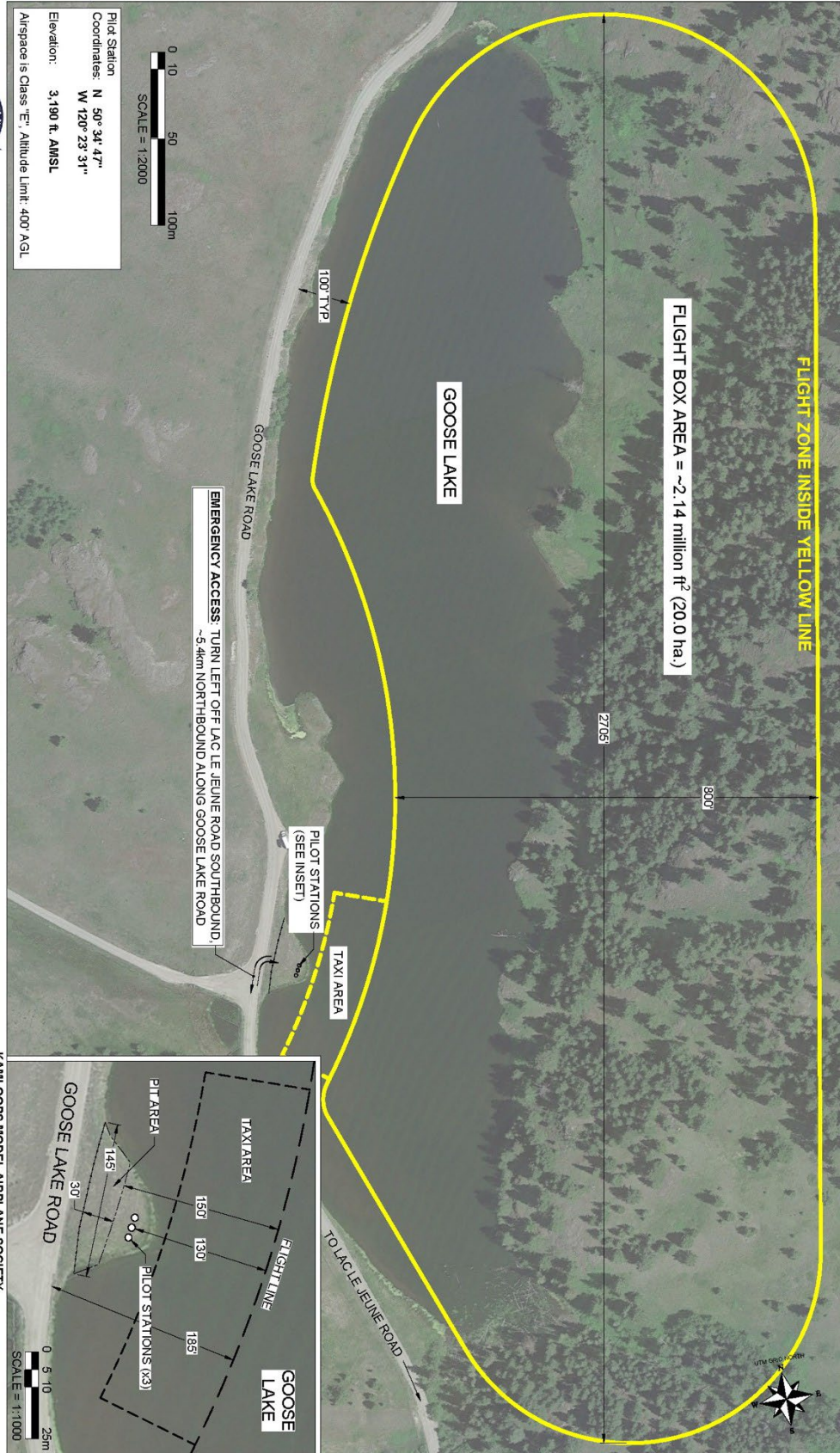
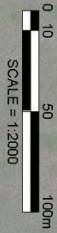
The Club executive will review these rules at least once a year.

GOOSE LAKE FLIGHT AREA

DRAWN: K. HOOPER, 18 DEC, 2023



Pilot Station
Coordinates: N 50° 34' 47"
W 120° 23' 31"
Elevation: 3,190 ft. AMSL
Airspace is Class "E", Altitude Limit: 400' AGL



MAAC Club No. 530
GOOSE LAKE
FLIGHT BOX

KAMLOOPS MODEL AIRPLANE SOCIETY
Western shore of Goose Lake, ~5.4km North along Goose Lake Road
(Off Lac le Jeune Road, south out of Kamloops)
Thompson-Nicola B.C. V0E 2A0
Emergency Contacts: **KMAS:** Randy Baitison (President) (250) 319-8869
Goose Lake, Dr. Jason McMillin (250) 319-8925

