



KAMLOOPS MODEL AIRPLANE SOCIETY

KMAS Tolko Airfield Site Rules 2024

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

ADMINISTRATIVE

Club name: Kamloops Model Airplane Society (#530, Zone C)

Location: 6500 Old Highway 5, Kamloops, BC

Pilot Station Coordinates: N50 degrees 50 minutes 26.20 seconds W120 degrees 16 minutes 6.23 seconds

Club Contact: Randy Battison, President, 250-319-8869

All persons flying Remotely Piloted Aircraft Systems at this site must.

1. Be members of MAAC in good standing
2. Be members of KMAS or an invited guest and
3. Agree to comply with CARS Part IX (Canadian Aviation Regulations), MAAC safety code and KMAS site rules. CAR Compliance is an individual responsibility.

Unaccompanied spectators (any observer who is not a club member unless invited) and animals should stay out of the pit area.

Pets should always be under the control of the owners.

Smoking is not permitted anywhere beyond the spectator fence and is strongly discouraged elsewhere.

In the event of an emergency, dial 9 – 1 – 1 and provide this address.

6500 Old Highway 5, Kamloops, BC

MAAC APPROVED MODELING CATEGORIES

This site has been approved for mRPAS and RPAS only.

MAAC APPROVED SITE ADD-ONS

This site is not approved for any MAAC add-ons. RPAS must remain below 400' AGL and weigh less than 25kg.

AIRSPACE REQUIREMENTS OR PERMISSIONS

This site is in uncontrolled Class G airspace. No airspace permission is required.

CREW REQUIREMENTS

There are no special crew requirements for casual RPAS operations. Events have special requirements listed in the event section.

RPAS/MODEL TECHNICAL REQUIREMENTS

There are no special RPAS requirements or restrictions.

NORMAL OPERATING PROCEDURES AND FLIGHT SAFETY RULES

The complete **MAAC Safety code** is available on the MAAC website under Documents at www.maac.ca

Warning: Key conditions in our insurance policy, rely on everybody following these Rules. Insurance coverage can be denied if you do not follow these Rules.

Safety Rules change from time to time; while MAAC and KMAS circulate updates regularly it is entirely your responsibility to remain current, so please be sure to familiarize yourself with the most current rules.

1. Prior to daily operations, at least one member shall check the Aviation NOTAM for 100 Mile House (CAV3) using either the NAV CANADA website or RPAS Wilco. They may share the results with other site users either verbally, electronically or in print. Every member is still responsible to ensure they have the latest NOTAM information in some fashion.
2. The MAAC mandated minimum weather conditions for RPAS are:
 - a. no cloud is present below 1000' above the model flying area, and
 - b. a horizontal visibility requirement of 3sm (5km) or more around the flying area, and
 - c. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.
3. MAAC endorses the use of a single shared RPAS Wilco site survey provided:
 - a. A new site survey is conducted/checked at least once every 56 days (NAV CANADA schedule), and if there are changes the updated site survey is made available to all members.
 - b. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
 - c. Prior to each flying session, members must check Aviation NOTAM for critical flight safety information, or changes to airspace or aerodromes. Members may share NOTAM information verbally or in print with other members at the site.
 - d. Members must each visually confirm no changes to site obstructions, local obstacles

and that weather conditions stipulated in any MAAC requirements are met.

4. Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400' agl. Members shall use the 100 Mile House weather channel time to determine legal night.
5. Pilots may fly in formation provided they agree to do so.
 - a. Under normal circumstances, a maximum of five (5) aircraft may be flying at one time at Tolko Field. Three or more at the same time require spotters for all aircraft.
6. All pilots shall refer to the map/diagram for normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances.
 - a. The MAAC minimums should normally be respected – 7m flight line to pilot stations, 10m to pits, 30m to spectator and parking.
 - b. All models, including electric powered models, will be restrained before being armed or started in the designated start-up areas.
 - c. No breaking in engines in the pit area while other members are flying.
 - d. No taxiing in the pit area. Engines off when clear of runway after landing
7. The following are the site take-off, approach, landing and recovery procedures:
 - a. Recommended flight time is a maximum of 15 minutes per flight. Gliders may be exempt if they maintain sufficient height and distance from motorized planes.
 - b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
 - c. No Intentional Flying over any general area where field workers or equipment are active. Note: The presence of active field workers could easily require that no flying take place at all.
 - d. No Flying or landing behind the Flight Line, no matter how far away from the runway. See the maps at the end of this document for clarification of where the Flight Line is.
 - e. Pilots should loudly announce their intention to take off, the direction they are taking off to, landing, touch and go, etc. and other pilots on the flight line should acknowledge the announcement Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - f. For everyone's safety, pilots at Tolko Field, should not allow their aircraft to become airborne until it has passed the last flight station. And likewise, when landing.
 - g. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
 - h. If a pilot needs to cross the runway to retrieve a plane on the Grass Runway while other planes are flying, the pilot retrieving shall obtain verbal permission from all other flying pilots, prior to proceeding. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.
 - i. If a pilot needs to go out into the long grass or wooded areas, they will wait until all planes have landed, then place the Traffic Safety Cone in the centre of the runway (Tolko Field), before proceeding. Once they have returned and retrieved the Traffic Safety Cone, flying may commence. At no time will pilots fly when the

cone is on the runway.

Visual Observers

1. Visual observers are optional during casual flying, but mandatory during events. No member shall operate an RPAS unless:
 - a. The visual observer(s) has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft. Any responsible person can be trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.
 - b. A minimum of one visual observer per flight line is required.
 - c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
 - d. MAAC models/RPA give way in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.
 - e. Position the VO where they have unobstructed sight lines is important – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
 - f. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
2. Ensure a clear command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. Upon spotting any airplane that might pose a hazard with modeling activities, yell in a loud clear voice “AIRPLANE”. **If in doubt, chicken out and issue the warning.**
 - b. Upon hearing this command, all pilots shall descend to as low as altitude as safely possible, and if required land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
 - c. Lateral deconfliction maneuvers are prohibited above 60’ AGL. Descending to 60’agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
 - d. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice “ALL CLEAR”.
 - e. Thereafter modeling activities may resume as normal.

Adjacent Aerodromes

There are no adjacent aerodromes within 3nm of this site and no full-scale flight paths to affect our RPAS activities.

Emergency Procedures

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING SHALL** cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer 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 Site/Event when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.

- b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
 - c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
 - d. This process is for **your** protection.
2. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
 - a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
 - b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

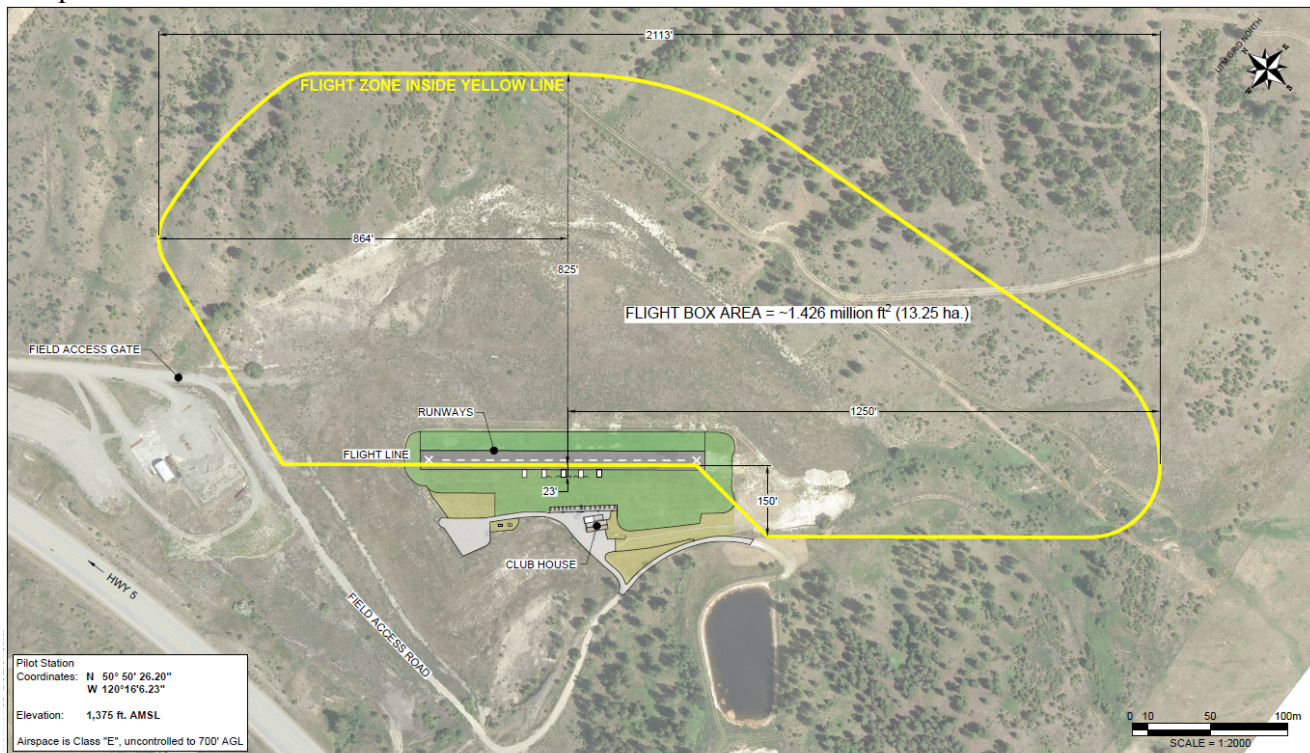
Diagrams/maps

Site set-up diagram.

Does the club have a diagram of site set up?

Site Flying area diagram.

Airspace M



MAAC Club No. 530
TOLKO FIELD
FLIGHT BOX

KAMLOOPS MODEL AIRPLANE SOCIETY
6500 Old Highway 5
Kamloops, B.C. V2H 0B7
Emergency Contacts: KMAS: Randy Battison (President) (250) 319-8869
Tolko: Phil Bean (250) 318-4975

AP – including NAV DRONE Viewer Grid altitudes or lack thereof.

Tolko Field Event Rules - general

1. The event organizers shall
 - a) Ensure any event complies with MAAC event policy and any CAR or SFOC requirements.
 - b) Ensure all attending RPAS pilots receive a briefing on site rules.
 - c) Ensure all attending RPAS pilot are current MAAC members.
 - d) Ensure all follow up actions are complete after the event.
2. The RPAS pilots shall
 - a) Comply with all CAR, SFOC, MAAC and club/event rules as required.
 - b) Not operate an RPAS unless they attend or obtain a pilot briefing.

PILOT/OPERATOR DAILY BRIEFING CHECKLIST ***KMAS Tolko Field Events***

Completed by _____ Date _____

Once completed, keep this checklist for one year. If an item is not pertinent, please tick the “no” box and record the reason or simply write “N/A” in comments.

Administrative			
ITEM	YES	NO	COMMENTS
Welcoming comments and introductions <ul style="list-style-type: none"> • Name of hosting Club and Event • Names and in person introductions of any/all responsible persons. <ul style="list-style-type: none"> ○ Event/Contest Director ○ Air Boss etc. ○ Safety officers ○ Others Please ensure all pilots understand who oversees the event.	<input type="checkbox"/>	<input type="checkbox"/>	
ALL Pilots/Operators <ul style="list-style-type: none"> • Must be MAAC Members - online member validation tool. • Pilot/operator Registration • Pilot/operator briefing process (latecomers and if multiple day event) 	<input type="checkbox"/>	<input type="checkbox"/>	
Visiting Foreign Pilots <ul style="list-style-type: none"> • Must be MAAC Members – join online if need be. • Other process explained below 	<input type="checkbox"/>	<input type="checkbox"/>	
Provisions for guests and spectators <ul style="list-style-type: none"> • Parking • Limit for guests and spectators. 	<input type="checkbox"/>	<input type="checkbox"/>	

<ul style="list-style-type: none"> • Toilets • First Aid provisions • Pets/children • Garbage • Any other issues necessary 			
Event Emergency provisions <ul style="list-style-type: none"> • On site emergency tools (first aid/fire response) • Who is responsible to initiate response (Fire/Ambulance/Police) • Number to call in case of emergency (911 or #) • Address to use for First Responders. 	<input type="checkbox"/>	<input type="checkbox"/>	
Permitted/prohibited Modelling Categories			
What model categories are allowed at this event? <ul style="list-style-type: none"> • mRPAS and/or RPAS • Tethered/Control Line • Free Flight • Space • Surface (cars/trucks/boats) 	<input type="checkbox"/>	<input type="checkbox"/>	
Which of the following RPAS “ADD-ONS” are approved for this event. <ul style="list-style-type: none"> • RPAS Altitude (>400’) • RPAS Weight (>25KG, <35KG) • RPAS Weight and Altitude (>400’ and (>25KG, <35KG) • RPIC (Explain meaning) • Briefly explain what rules are applicable to the above – or where to find them for the event 	<input type="checkbox"/>	<input type="checkbox"/>	
Airspace Requirements/Permissions			
Airspace type – describe airspace including owner. <ul style="list-style-type: none"> • Class G uncontrolled = no further action required. • If controlled/restricted airspace <ul style="list-style-type: none"> ○ Who/How to obtain permission from Airspace Authority. ○ Air Boss and ATC suspension/shut down protocols 	<input type="checkbox"/>	<input type="checkbox"/>	
RPAS WILCO Site Survey location/provision <ul style="list-style-type: none"> • Event NOTAM briefing. • Weather minima and briefing for event. • Local obstructions/restrictions briefing for event 	<input type="checkbox"/>	<input type="checkbox"/>	
RPAS Pilot/Operator Qualifications			
All MUST be MAAC Members	<input type="checkbox"/>	<input type="checkbox"/>	

Foreign pilots – <ul style="list-style-type: none"> • MAAC membership • Registration marking requirements – cover any AMA markings – replace with MAAC # and 930433 			
This site required RPAS Basic/Advanced/RPIC	<input type="checkbox"/>	<input type="checkbox"/>	
Describe any Club/Event specific qualifications	<input type="checkbox"/>	<input type="checkbox"/>	
Explain Direct supervision/instruction of students rules for site	<input type="checkbox"/>	<input type="checkbox"/>	
Explain Guests/non-MAAC hands on demonstrations	<input type="checkbox"/>	<input type="checkbox"/>	
Crew Qualifications			
Visual Observer rules for the site/event <ul style="list-style-type: none"> • Qualifications • Training/briefing • Position and any aids. • Responsibilities • Authority and PILOT MANDATORY responses 	<input type="checkbox"/>	<input type="checkbox"/>	
AIR BOSS rules for the site/event <ul style="list-style-type: none"> • Introductions as required – person(s) are provided by Event. • Responsibilities • Authority and PILOT MANDATORY responses 	<input type="checkbox"/>	<input type="checkbox"/>	
Spotters/helpers/mechanics <ul style="list-style-type: none"> • When to use • Pilots’ responsibility to provide training/briefing. • Responsibilities • Go no-go zones 	<input type="checkbox"/>	<input type="checkbox"/>	
RPAS/Model Technical Specifications/Restrictions			
Describe any CAR/MAAC/Club specs or restrictions on the type of RPAS/Model to be operated at this event? <ul style="list-style-type: none"> • Size weight propulsion limits/restrictions • Manufacturer declaration as required (controlled/restricted airspace) 	<input type="checkbox"/>	<input type="checkbox"/>	
Adjacent Aerodrome Procedures (Within 3NM)			
If this event is on an aerodrome: <ul style="list-style-type: none"> • Describe any additional event rules concerning this aerodrome. 	<input type="checkbox"/>	<input type="checkbox"/>	
List and describe all Aerodromes within 3NM of the event? <ul style="list-style-type: none"> • Describe any additional event rules concerning these aerodromes. 	<input type="checkbox"/>	<input type="checkbox"/>	
Provide any local full scale flight path information not included in the site survey or readily apparent.	<input type="checkbox"/>	<input type="checkbox"/>	
Normal RPAS/Model Operating Procedures			

<p>If night flying be allowed during the event:</p> <ul style="list-style-type: none"> • How/where “night” is defined. • Are there additional procedures for night flying? 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Formation flying:</p> <ul style="list-style-type: none"> • List any additional procedures for formation flying. • List any limits on number of airborne models 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Fail-Safe settings on Transmitters</p> <ul style="list-style-type: none"> • If in controlled/restricted airspace fail safe must be functional – remind settings. • Range checks and other checks reminder 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Pits, set up and start up areas.</p> <ul style="list-style-type: none"> • Describe all rules for set up, the pits and start up areas 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Flight line – Flying area – NO FLY Zones – other local concerns</p> <ul style="list-style-type: none"> • Describe the flight line/flying area set up • CLEARLY discuss any no-fly zones 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Model operation rules - Describe the club rules.</p> <ul style="list-style-type: none"> • taxi out, take off, hand launching, bungees, • circuits, flight priority, mixed types of models, call outs, • recovery of downed models, taxi in and shutdown and any other flying rules 	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency RPAS/Model Operating Procedures			
<p>Procedures for lost link or fly away models.</p> <ul style="list-style-type: none"> • Who is responsible for reporting to Airspace Operator? • Any phone numbers to call 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Incident and Accident prevention</p> <ul style="list-style-type: none"> • NO test flying at events. • If model is “questionable” – do not fly! • If airborne and control is in doubt (any reason) intentionally put model down away from people. 	<input type="checkbox"/>	<input type="checkbox"/>	
<p>Procedures to follow in case of a reportable incident/accident.</p> <ul style="list-style-type: none"> • What you need to report to whom • Serious accidents – <ul style="list-style-type: none"> ○ First response – fire and first aid ○ Who calls emergency services? ○ Flying cessation ○ Witness statement collection/ photos/ prohibition on statements. • Who has final say 	<input type="checkbox"/>	<input type="checkbox"/>	
Non-RPAS Normal operating procedures			

<p>Are there any procedures for Non-RPAS models?</p> <ul style="list-style-type: none"> • Tethered/Control Line • Free Flight • Space • Surface 	<input type="checkbox"/>	<input type="checkbox"/>	
Diagrams/Maps			
<p>Do the following exist for the event? – explain where they are located.</p> <ul style="list-style-type: none"> • Site Set up diagram. • Site Flying Area • Airspace Map • Adjacent aerodrome map • CFS entries as required. • Any other diagrams/maps • TC traffic pattern map 	<input type="checkbox"/>	<input type="checkbox"/>	
POST EVENT FOLLOW UP			
<ul style="list-style-type: none"> • Event Organizers • Ensure any TC SFOC forms or requirements are submitted properly and on time. • Seek any feedback from participants. • Forward any relevant feedback to MAAC 	<input type="checkbox"/>	<input type="checkbox"/>	

CHECK LIST:

We recommend that all pilots get into the habit of using a Radio & Pre-Flight checklist: just like full-scale pilots, before each flying session. The purpose of pre-flight checks is to ensure that your RC plane is in a fit condition to fly, and that everything is working as it should be. Exact pre-flight checks might differ from plane to plane, but there are some fundamental checks that all RC airplanes need to have done, immediately before flight.

If you neglect to carry out the pre-flight checks before you fly your RC airplane, and something is badly amiss, then an avoidable crash is very likely. Many RC pilots have lost their beloved aircraft seconds after take-off, simply because they didn't do the checks!

PRE-START

8. All servos are secure, and linkages to servo and control surfaces are secure.
9. Servo horns and control horns are secure and not loose.
10. Servo linkages are able to move freely and are not binding.
11. All servo connections to the receiver, battery pack and ESC are secure and correct.
12. Receiver Battery - Voltage Check
13. The receiver and motor battery pack are securely fixed and cannot move during flight.
14. Receiver antenna (aerial) is correctly positioned and not damaged.
15. The propeller nut is tight and spinner is secure.
16. The wing and tail plane (and fin) are secured properly, as per the instructions (i.e. with the correct method of fixing; rubber bands or wing nuts etc.)
17. All control surface hinges are secure i.e. you can't pull the control surface away from its respective flying surface.

STARTUP

18. Aircraft Secure
19. All Clear - Ahead (prop) and Behind.
20. Radio Transmitter On, Radio Receiver On and Checked for Interference (All control surfaces stable.)
21. Run Up - Mixture Set (engine testing to take place in testing area)
22. Idle (gas) – Reliable, the motor power works correctly.
23. Fail Safe Check completed - engine running - secure aircraft - Turn transmitter off - best practice is to set the failsafe to put the aircraft into a flat spin or auto-rotation (heli) condition, so it does not fly away but comes down as gently as possible as close as possible to the location where signal was lost.
24. Transmitter Operation Check - Aircraft Control surfaces checked for correct direction. All control surfaces move in the correct sense e.g. moving the rudder stick left moves the rudder to the left.
25. Throttle set.

RANGE CHECK

The purpose of the range check is to make sure the radio signal from transmitter to receiver is strong, so that you can fly your RC airplane at a normal distance away from you, without it going out of radio range. If your plane does go out of range, then you lose all control. A Range Check should always be performed prior to the first flight of **Each** plane, each day.

Note: 2.4GHz transmitters need to be switched to their Low Output Power mode (approximately 10%) to properly conduct the test. For 72 MHz transmitters, retracting the antenna to its minimum length diminishes the output power in the same manner. If equipped with an RF Meter, a low reading may indicate a weak signal.

Perform a range check with a radio system thus:

26. Switch on the transmitter then the receiver and walk at a distance of 30-36 paces (meters) or so away from the plane. Verifying full control at ranges up to and exceeding 30-36 paces before Loss of Signal (LOS) occurs, will indicate proper transmitter and receiver function.
27. While observing the plane, test the movement of all control surfaces for full movement. If you have difficulty seeing the control surfaces, have a fellow member watch and indicate movement, or lack of. If the surfaces start 'twitching' or not responding properly to your stick movements, do not fly. Check the batteries of the radio gear, they may need replacing - low batteries in the transmitter drastically reduce the radio range. Also check for loose connections to the receiver etc., and also the condition of the antenna(s).
28. If the batteries and connections are OK but, the control surfaces still don't respond properly, then other people may be using your frequency nearby. Again, do not fly if this is the case. Interference is a big killer of RC airplanes, and you need to be sure that your frequency is clear before you get airborne.
29. Always take a few minutes to perform these RC airplane pre-flight checks before you commence your flying session. Get in to the habit of pre-flighting your plane every time; the checks take just a couple of minutes to do and will save you the grief of a crashed airplane, if something is amiss.

PRE-TAKEOFF AT PILOT STATION

30. Fly over area clear of people & vehicles – Safety Cone is not on the Runway (Tolko Field).
31. Engine check - Full Power - Performance O.K. At Inks Lake, this is performed while the plane is in the water and a second person holding the tail
32. Controls - Free and Correct
33. Rate Switches - Set
34. Trims - Set for Take-off
35. Timer - On
36. Wind Sock/direction - Checked
37. Runway - Clear
38. "Announce" - loudly announce your intention to take off and the direction you are taking off to. Other pilots should respond to verify they have heard your intention.

PRE-LANDING

39. Pilots should make every attempt to land into the wind, in order to control the speed of their airplane and should be aware of Cross Winds, that may cause your plane to veer towards other pilot stations;
40. "Announce" - loudly announce your intention to land and the direction you will be landing your airplane from, e.g. "From the Right or From the Left". Other pilots should respond to verify they have heard your intention.

TOLKO FIELD

Tolko field is located at 6500 Old Highway 5, Kamloops, BC V2H 0B7. The Map Coordinates are: N50 degrees 50 minutes 26.20 seconds; W120 degrees 16 minutes 6.23 seconds. The elevation is 1375 feet AMSL. Directions with photos can be found at <http://kmasrc.ca/Club%20Location.html>

ACCESS TO TOLKO FIELD

Entrance to Tolko Field is made through a locked gate off Old Highway #5 East. The KMAS gate lock is secured by the bottom padlock on the Lock Tree. This padlock is keyed for over 40 members keys and is changed each year. If you are the first person to enter and unlock the padlock, please relock the padlock back on the tree, after opening the gate. This is a very expensive padlock and we need to protect it from vandals taking it.

If you are the last person leaving the Field please:

41. Make sure all chairs and stools are put inside the Hangar;
42. The fan in the left corner of the first room is unplugged, if on;
43. If you used the tractor or opened the tractor doors, check that both doors are latched and locked with the padlock, making sure the rain cover is over the end of the padlock;
44. If you used any keys from the Key Lock Box, return these to the Lock Box;
45. The inner door is closed and locked with the padlock;
46. The outer door is closed and locked with the padlock;
47. The gate is closed and locked with the padlock.

On the table in the first room of the Hangar, there is a binder which contains the Attendance Logbook for persons to sign-in, prior to using the field. Please remember to sign-in so we know who is in attendance, should any questions arise. There is also a container which contains copies of the KMAS Club Rules, which all members need to review and sign.

FIRE PROTECTION AND FIRST AID

Battery Fires - There are two white sand pails for battery fires. They are under the sun shade against the wooden posts, one on each side. If there is a battery fire, simply pour sand from one of the pails on the battery, until it is completely covered and the oxygen supply is cut off.

If the fire is the result of a crash and is in the long grass or wooded area, another member should also respond with a fire extinguisher, in case the grass catches fire. There is a fire extinguisher on

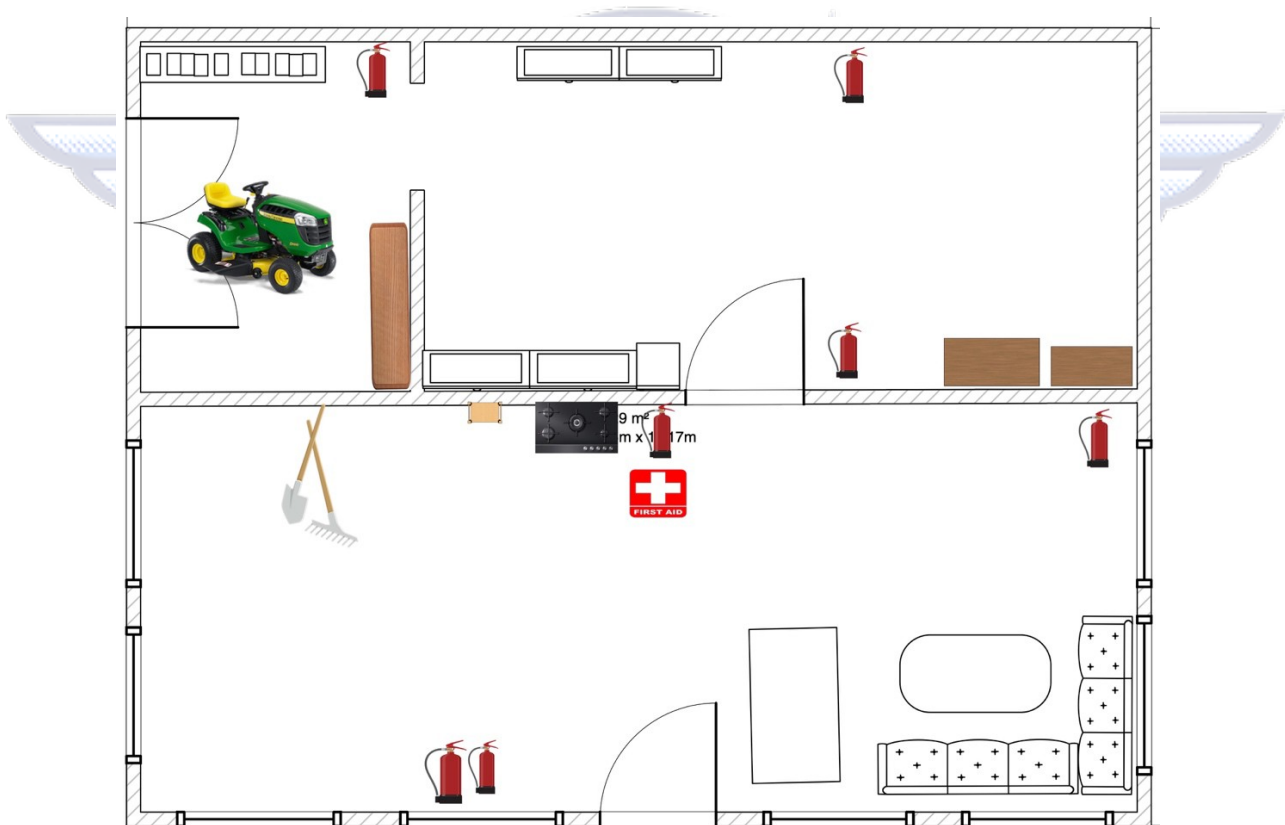
one of the poles under the sun shade with the sand pails. There is also a dedicated Fire Rake and Shovel to the left in the first room, on the wall, as shown on the diagram.

Using a Fire Extinguisher:

48. Pull the pin. Hold the extinguisher with the nozzle pointing away from you and release the locking mechanism.
49. Aim low. Point the extinguisher at the base of the fire.
50. Squeeze the lever slowly and evenly.
51. Sweep the nozzle from side-to-side.

Note: If there is a grass fire and it is obviously out of your control, please call Phil Bean at Tolko 250-318-4975 and 1-800-663-5555 or (*5555 from a cell phone) as soon as possible and report the fire.

The diagram below shows the Hangar locations for Exits, Fire Extinguishers and First Aid Kit. The Double Tractor Garage doors are secured on the outside and shouldn't be considered an Exit when closed.





Pilot Station
 Coordinates: N 50° 50' 26.20"
 W 120° 16' 6.23"
 Elevation: 1,375 ft. AMSL
 Airspace is Class "E". Altitude Limit: 400' AGL

**MAAC Club No. 530
 TOLKO FIELD
 FLIGHT BOX**

KAMILOOPS MODEL AIRPLANE SOCIETY
 6500 Old Highway 5
 Kamloops, B.C. V2H 0B7
 Emergency Contacts **KMAS:** Randy Battison (President) (250) 319-8866
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