High Country Flyers
Logan Lake
Site Rules 2025

MAAC Approved 4/15/2025

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: High Country Flyers (571, Zone C)

Field Name Logan Lake

Location:6201 Mamit Lake RD, Logan Lake BC

Pilot Station Coordinates 50° 29' 19.17" N 120° 49' 43.85" W

Club Contact: Barry Forsyth, MAAC 32334
778-586-1267 bares@telus.net

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

1. Be members of MAAC in good standing
2. Be members of High Country Flyers or an invited guest and
3. Agree to follow the MAAC safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing or otherwise read and follow all site/Event rules. The Club or site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

1. Unaccompanied spectators (any observer who is not a club member unless invited) and animals should stay out of the pit area.
2. Pets should always be under the control of the owners.
3. Smoking is not permitted anywhere beyond the spectator fence and is strongly discouraged elsewhere.
4. No vehicles are permitted inside the fenced area. Vehicles must be parked in the parking lot located between the flying field and baseball diamond
   IMPORTANT! Gate must be locked when field is vacated
5. Those using the pedestrian gate should walk close the fence on their left (west side) until reaching the pits and observation area.
6. HCF has agreed to use the field, only Friday, Saturday and Sunday of each week. You must let Barry Forsyth (778-586-1267) know in advance if you're using the field on a particular weekend to ensure horses are removed
7. Limited dry camping is permitted for HCF members in the parking lot area only for days that HCF is allowed

8. Logan Lake Field is located approx 1 KM from SE Logan Lake Across from the Dog park and Baseball diamond
   a. The man gate has a combination lock. Please contact Barry Forsyth (778-586-1267) for the combination. Combination is changed yearly
   b. C can on site also has a combination lock please ask Barry Forsyth (778-586-1267) for the combination. Combination changed yearly.
9. These rules will be reviewed and updated annually by the club executive.

Site/event emergency response requirements

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

6201 Mamit Lake Rd Horse field area

1. Fire Protection
a. There are two fire extinguishers and a shovel in the C-can
b. 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.

Note: If there is a grass fire and it is obviously out of your control, please call cell phone 5555

Modelling Rules

MAAC Approved Modeling Categories

The following categories of MAAC modelling are approved at this site/event. In addition to the MAAC Safety Code, there may be site specific rules contained in this document.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl
Tethered (Control-Line)	Not Approved	
Free flight		
Space Models		
Surface Vehicles		

MAAC Approved Site Add-Ons

This site is not approved for any MAAC add-ons.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Not approved	
RPAS Altitude		
RPAS Altitude and Weight		
Permanent Event Approval		
RPIC		

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements - mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS Car requirements - There are no special CAR restrictions on RPAS.
3. Club/Site/Event requirements
   - Engine size limitation - Nothing larger than 1.20 Glow or 20cc Gas may be used on field.
   - This site is in a noise sensitive area and all IC powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate. Except for advertised events there are no MAAC or CAR age restrictions for mRPAS flight.
2. All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. .

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - All pilots must have Basic RPAS certification
3. Club/Site/Event requirements - Spotters shall be used at any time there are more than one pilot flying.

Crew Rules

<u>Visual Observers</u>

1. Visual observers are optional during daily flying, but **mandatory during events**. No member shall operate an RPAS when a VO is required unless:
   a) A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   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) Position the VO where they have unobstructed sight lines – 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.
   e) 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. Per CAR)901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:

a) **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
b) Upon spotting/hearing or being advised (ATC or otherwise) of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
c) 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.
d) 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.
e) 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".
f) IF ATC, a Transport Canada official, the Program Director or their delegate, has given a stop flying order, guidance or similar, all model flying shall stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
g) Thereafter modeling activities may resume as normal.

Program Director/Air Boss – ATC Coordinator

This site is in uncontrolled airspace - a Program Director is optional, and an Air Boss is not required.

RPIC – RPAS Pilot in command

Not approved.

Instructors/Demo flights

Any club member may provide a demonstration flight to a non-member provided they are using a "buddy-box" type system where they can take control of the model immediately. Handing the transmitter back and forth is not acceptable.

Spotters
Spotters should be used any time there are more than 1 pilot stations in operation. Helper and mechanic use are up to each individual member to decide.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace vertically is Class E Kamloops TA and 700'agl. The nearest controlled airspace laterally is Kamloops Class E control zone located 14nm NE.

Site elevation is 3366' ASL

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, a RPAS Wilco site survey shall be consulted. 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 confirm there are no changes to site layout affecting distances to unsheltered bystanders
   e. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (broken or overcast sky) estimated lower than 1000'agl if the site approved altitude is less than 400', or no cloud ceiling estimated less than 1000' above any higher site approved altitude, and
   b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
   c. an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
   d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

   NOTE: RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
   a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
   b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
   c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
   d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.

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 two (2) aircraft may be flying at one time at Logan

Lake Field.

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. MAAC required buffer distances are 7m flight line to pilot stations, 10m to pits, 30m to spectator and parking.

7. Airworthiness review- the ultimate responsibility for safety and airworthiness of the aircraft rests solely with the owner/pilot. This checklist is to be used as a guide by the pilot prior to flying at any MAAC site or event to ensure that the aircraft is ready for flight. It is recommended that this be copied and kept with your field box or transmitter case.
   a. GENERAL APPEARANCE – Check for damage, warps, loose or torn covering
   b. PROPELLER- secure (check for cracks or damage
   c. COWLING-Secure
   d. ENGINE-Securely attached
   e. KILL SWITCH-in OFF position (Electric models have arming plug removed or kill switch off when batteries installed) (Can I kill engine in flight with radio)
   f. CANOPY OR WIND SCREEN-secure, no cracks
   g. HATCHS OR COVERS-secure
   h. RIGHT AND LEFT WING-attachment secure, (struts secure if applicable)
   i. RIGHT AND LEFT WING- Aileron hinges secure
   j. RIGHT AND LEFT WING-control links and horns secure
   k. LANDING GEAR check struts for cracks, bends, Wheels and wheel collars secure
   l. TAIL SURFACES-brace wires if applicable, taunt and secure
   m. ELEVATOR-hinges secure
   n. ELEVATOR-control pushrods,links and horns secure
   o. RUDDER-hinges secure
   p. RUDDER-control pushrods or cables,links and horns secure
   q. CONTROL CHECK- Radio ON:control surfaces/throttle moving correctly
      i. Failsafe check (TX off-throttle closed)
      ii. Range checks all radios
   r. BATTERIES- Fully charged.
   s. STARTING GLOVE-Stick or starter
   t. MODEL MFG MANUEL-Any requirements outlined manufacturers manual

8. All models, including electric powered models, will be restrained before being armed or started in the designated start-up areas.
   a. No breaking in engines in the pit area while other members are flying.
   b. No taxiing in the pit area. Engines off when clear of runway after landing

9. See the maps below for the Flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
   a. There is a No-Fly Zone beyond flagged line located between the south end of the runway and fence to the parking lot.
   b. The gravel road located directly across from the pilot stations is a no-fly zone
   c. No flying over any area where field workers or equipment are active. 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.
   e. Under no circumstances will model aircraft of any nature be flown or operated when there are

horses on the field.

10. The following are the site take-off, approach, landing and recovery procedures:
    a. 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. 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
    c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
    d. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    e. For everyone's safety, pilots at Logan Lake, should not allow their aircraft to become airborne until it has passed the last fight
    f. 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 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.
    g. If a pilot needs to go out into the long grass or wooded areas, they will wait until all planes have landed.

Emergency procedures

Fly-away or lost link.

Logan Lake site is wholly in uncontrolled airspace and there is no need to notify ATC.

1. Notify others nearby and on site of situation and ask for assistance
2. Pilot and others should maintain visual contact with the RPAS for as long as possible
3. Verify that the remote controller or transmitter is still powered on
4. Move toward the model and/or away from obstacles to try and regain communications and control
5. Reorient antenna on the controller or transmitter by moving antenna or repositioning the transmitter
6. Continue to maintain visual of RPAS for as long as possible
7. Contact appropriate ATC or aerodrome operator using ABCD (i.e.: **A**ltitude, **B**attery life (or fuel) remaining, **C**olour of RPAS, **D**irection of flight)
8. Contact police or fire if RPA is heading towards a populated area.

Incident Accident

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.
    a. If the members 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 organizers 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.

Transportation Safety Board Protocols

In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible after the occurrence:

a. if an RPA with a MTOW greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation.
b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:
https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html

Service Difficulties

A service difficulty is defined as any condition that affects or that if not corrected, is likely to affect the safety of aircraft or any other person. As MAAC has made a safety assurance declaration to Transport Canada that is used in many of our RPAS flying privileges, it is critical and a regulatory requirement MAAC is informed of any issues related to our safety assurance declaration. Bear in mind MAAC has fully adopted a Just Culture and will not penalize or discipline members for reporting safety concerns, not matter how large or small, when done in good faith.

1. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
    a. Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
    b. Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
    c. any other aspect of RPAS operation where the safety assurance declaration was not met.

Model damage/repair protocol

1. 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/owner's shop or other repair facility. Ensure RPAS logbook entries are made.

MAAC Add-ons

RPAS Operations Above 400'AGL - not approved

RPAS Operations Above 25kg - not approved

RPAS Operations Above 400'AGL and Above 25kg -not approved

Events

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.

2. **Outdoor events that are clearly listed as "member-only" events** regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase**:

   This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised.

3. **"Advertised events"** - regardless of what you "named" your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

   This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required.

Foreign RPAS Pilots (US or other)
MAAC has already obtained Transport Canada approval for foreign RPAS pilots to operate RPAS at our MAAC sites and events (MPPD14 approved July 2023). Foreign pilots simply join MAAC and follow the provisions of MPPD14 (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Over 400'agl and above 25kg - not approved

The following are the normally expected process and rules for an event.

1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.

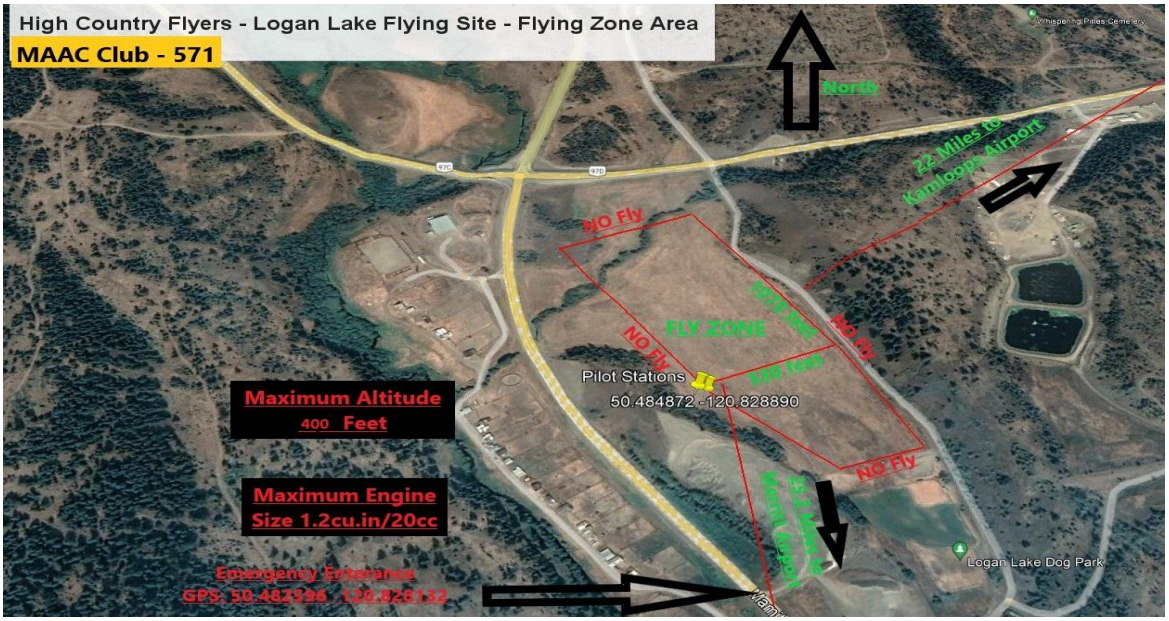
b. Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
c. Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
d. Ensure the MAAC events warning sign is posted for the event.
e. Ensure all attending modellers/RPAS pilot are **current MAAC members**.
f. Take reasonable steps to ensure all attending modellers **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
g. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a. MAAC warning signs are posted at all public entry points.
   b. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
   c. All RPAS pilots sign the Transport Canada sign in sheet.
   d. All RPAS pilots receive a briefing on site rules and
   e. A visual observer is always present RPAS are flying.
   f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

3. Any member attending an event shall

   a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps



Pilot station 50° 29' 5.5"N 120° 49' 44.0"W