



Mars Model Aircraft Club Inc.

www.clubmars.org

Club Mars Inc.
C.P. 82010
Terrebonne, QC
Canada
J6X 4B2

[Facebook: Club Mars Inc](#)

Club Mars Inc. Rules Book

This document is available at any time at
www.clubmars.org/formulaires.php

A pilot must have this document in his possession at all times.

Update 2023 v3.1



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PREAMBLE TO REGULATIONS

T ERMINOLOGY AND ABBREVIATIONS

- Club and Club Mars: Thes word "Club" and "Club Mars " were used to refer to the Club d' Aéromodèle Mars Inc.
- M.A.A.C: Associated Model Makers of Canada
- Multi-Rotors vs Helicopter: For Club rules, helicopter rules apply in full to Multi-Rotors

" No one is supposed to ignore the law "

A well-known legal principle that preventsignorance from being invoked as a pretext for illegality. For an organization and its members, fulfilling its legal responsibilities requires knowledge of the laws and the effort necessary to enforce them.

This section "Preamble to the Regulations" contains essential information concerning the persons and members of Club Mars on the legal and regulatory aspects that govern the duties, powers and responsibilities of the persons and administration of Club Mars, as well as on the functioning of Club Mars.

PRIMACY OF THE LAWS AND CHARTER OF THE CLUB MARS

The Mars Model Aircraft Club Inc. is constituted as a Non-Profit Organization (NPO) and has a Provincial Charter under the Quebec Companies Act (RSQ C-38). The functioning of Club Mars derives from the Laws, the Charter of Club Mars and its articles, and the regulations of Club Mars. (RSQ C-38, Art-227). Club Mars constitutes a legal person according to the Civil Code of Québec (CCQ-Art-299). All are required to respect the Quebec Charter of Rights and Freedoms, The right to privacy, The integrity of the person, The contractual nature between members and the club according to the Consumer Protection Act.

No regulation may go against the spirit and letter of the laws, the Charter of the Club and its articles.



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COMPOSITION OF THE MARS CLUB CHARTER

The objectives and objects of the Club Charter are set out in section five (5) of the Club Mars Charter. They define the "Reasons" for the existence of Club Mars and delimit its field of action. The articles of the Charter of the

Club Mars are registered in section six (6) of the Club Mars Charter.

PROVISIONS OF THE LAWS AND CHARTER OF CLUB MARS

The various laws and the charter of the Club Mars, by its articles, frame and define the rights, duties and powers of persons and the functioning of the Club Mars, including:

- Rights, duties and powers of Club members
- Rights, duties and powers of Club administrators
- Rights, duties and powers of the Club's Board of Directors
- Operating rules of the various meetings of the members of the Club
- Rules concerning the election of the Club's Board of Directors
- Operating rules of the Board of Directors and the roles of the Club's directors.

IN SHORT

- Members have the right to elect the members of the Board of Directors.
- Members have the right to respect the charter and regulations of the Club
- No director may act alone without having been mandated by the board of directors
- The Board of Directors is elected to administer all the affairs of the Club
- The Board of Directors determines the terms of office of the directors
- The Board of Directors has the power to pass new regulations, amend by-laws and abolish by-laws.
- The board of directors has the power to admit, exclude and expel members
- No regulation may go against the spirit and letter of the laws, the Charter of the Club and its articles.

CHARTER OF RIGHTS AND FREEDOMS

Every member of the Club is required to respect the Charter of Rights and Freedoms of Québec (RSQ C-12), including the following article, Article 3: "Every person is entitled to fundamental freedoms such as freedom of conscience, freedom of religion, freedom of opinion, freedom of expression, freedom of peaceful assembly and freedom of association"

INTEGRITY OF PERSON

Every member of the Club is required to respect the integrity of the members of the Club, including the following article (CCQ-Art-10): "Every person is inviolable and has the right to his integrity"

MEMBERS' PRIVACY

All members of Club Mars are required to respect the privacy of Club members, including the following article (CCQ-Art-35): "Everyone has the right to respect for his reputation and privacy"

CONTRACT BETWEEN THE MEMBER AND THE CLUB

The club is subject to the contractual nature of the relationship between a member and the club, namely (CCQ-Art-313) "The by-laws of the legal person establish contractual relationships between it and its members"



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PROTECTION OF THE MEMBER AS A CONSUMER

A member's membership in the Club constitutes a contract within the meaning of the Civil Code of Québec and is subject to the Consumer Protection Act, including the following articles:

- Consumer Protection Act (RSQ P-40), Section 3: Legal person without a profit-making purpose. A legal person that does not pursue profit-making purposes may not invoke that fact to avoid the application of this Act.
- Consumer Protection Act (RSQ P-40), Section 282: "Where a legal person commits an offence under this Act or a regulation, a director or representative of the legal person who had knowledge of the offence is deemed to be a party to the offence and is liable to the penalty provided for in section 278 or 279 for a natural person, unless he establishes to the satisfaction of the court that he did not acquiesce in the commission of the offence."
- Consumer Protection Act (RSQ P-40), Section 283: "A person who does or omits to do anything to assist a person in committing an offence under this Act or a regulation, or who counsels, encourages or incites a person to commit an offence, is himself guilty of the offence and is liable to the same penalty"

RECOURSE TO THE COURTS

No by-law of the Club shall prevent a member from having recourse to the civil or criminal courts to assert his rights as citizens, his rights as members, his rights as a consumer, in particular the small claims court and the consumer protection office concerning compliance with the contractual nature that binds him to the club as a member.



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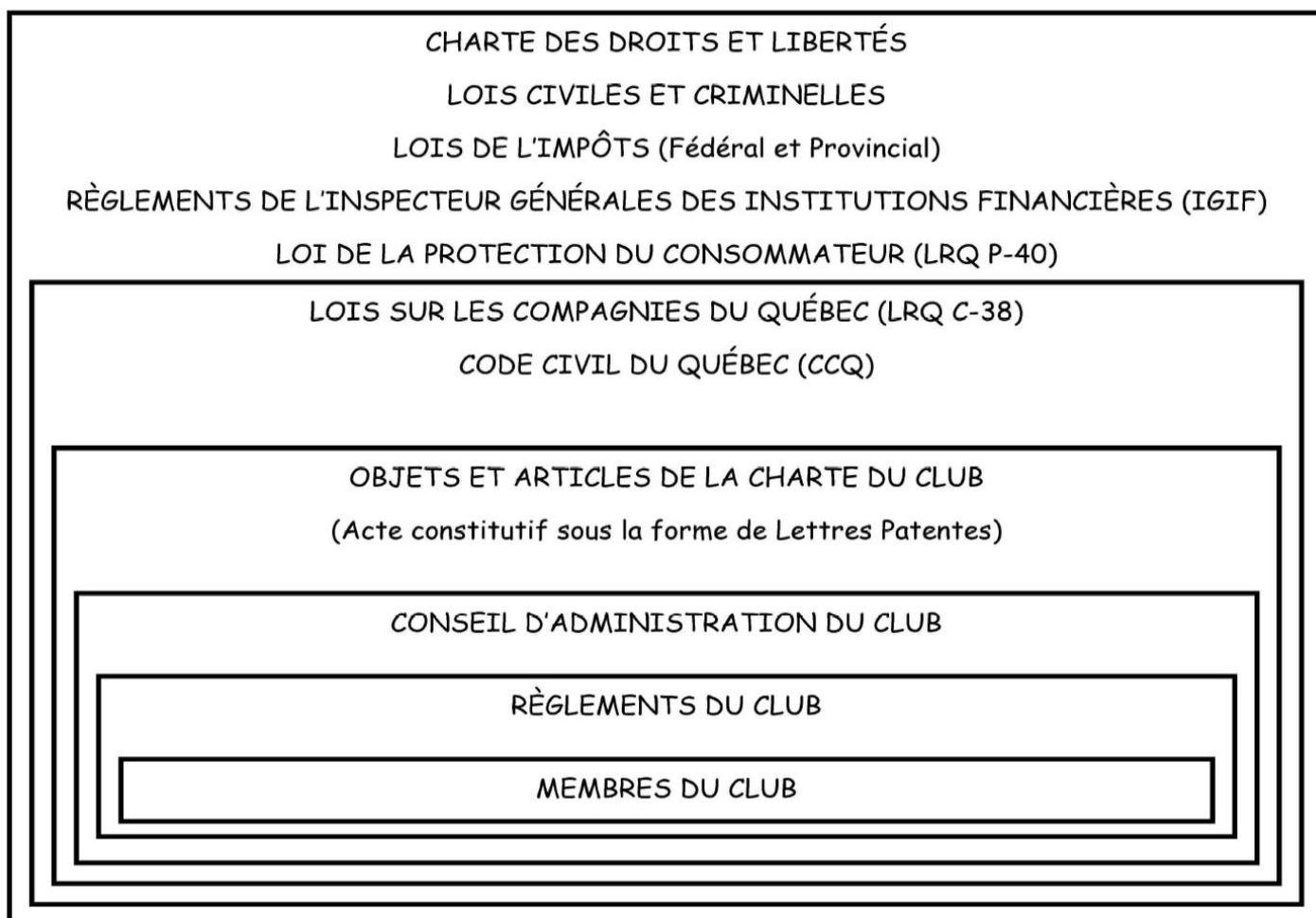
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DIAGRAM ILLUSTRATING THE PRIMACY OF LAWS AND REGULATIONS

PRIMAUTÉ DES LOIS, CHARTES ET RÈGLEMENTS



DISPOSITIONS DES LOIS

Les différentes lois et chartes encadrent et définissent les droits, devoirs et pouvoirs des personnes et le fonctionnement des Organismes sans buts lucratifs (OSBL), dont notamment :

- Droits, devoirs et pouvoirs des membres;
- Droits, devoirs et pouvoirs des administrateurs;
- Droits, devoirs et pouvoirs du conseil d'administration;
- Règles de fonctionnement des différentes assemblées des membres;
- Règles concernant l'élection du conseil d'administration;
- Règles de fonctionnement du conseil d'administration et le rôles des administrateurs.



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CHANGES TO REGULATIONS SINCE 2020 v1.1

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Amendment to By-law 101.1 Land and Installation

Modification on access and hours

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Amendment to Regulation 101.7 Animals

Modification on access

=====

Amendment of Regulation 101. 8 Guests

Modification on guests

=====

Amendment of Regulation 102.1 Day and Night Flights

Modification on the hours

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Amendment of Regulation 102.10 Prohibition of flights during agricultural or maintenance activities

Addition of agricultural activities

=====

Amendment to Regulation 102.11 Airspace and Flight Areas - Graph

New graphic for the new site

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Amendment of Regulation 102.29 Maximum Flight Altitude

This amendment is to recall and reinforce Transport Canada's regulations for Unmanned Models with respect to the Permitted Flight Altitude. Modification at 400'



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MAGIC PHRASE

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Addition of section 104.21 National Prerequisites (Pilot Qualifications)

New section for Transport Canada and NavCanada prerequisites

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Modification of Section 107 Visitors

Visitor Limit

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Amendment to Section 108 Junior and Teen Pilot

Change to Pilote Junior 8-14 and Adolescent 14-17 in addition to Transport Canada criteria

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Amendment to Section 109 Pilots' Insurance

Added the MAAC Incident Procedure section

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CLUB REGULATIONS

POLICY 101: LAND AND FACILITIES

101.1 CLUB ENTRANCE AND ACCESS TO THE PITCH

- Entry to the Club grounds is permitted to members in good standing only and at all times.
- The Board of Directors decides on the opening and closing dates of the Club's field
- Access is allowed between 8:30 am in the morning and 30 minutes before sunset

101.2 CLEANLINESS AND RESPECT FOR THE GROUNDS AND FACILITIES

- Each member is required to respect the cleanliness of the grounds.
- Each member is required to pick up and return their garbage.
- Each member is required to respect the areas of the land and their respective use
- Each member is required to make reasonable and respectful use of all its facilities.

101.3 DROP-OFF STAGE, PARKING LOT AND WOODED REST PARK

- The landing stage is the area between the supply pits and the parking lot.
- The use of the landing stage is limited to a few minutes and temporarily for unloading or loading material without blocking the entrances to the supply wells.
- Parking is where vehicles are parked while people are present at the club.
- The wooded and tree-shaded rest park has chairs and tables for rest purposes

101.4 TOILETS:

- Area reserved as a lavatories
- Dry or chemical toilets.

101.5 FIREWORKS, OPEN FIRE, WEAPONS, EXPLOSIVES

- No member may possess explosive objects, firearms, weapons of any kind, fireworks and fireworks on Club grounds.
- No member may light an open fire at the Club grounds
- Each member is responsible for extinguishing or extinguishing an open fire on the Club grounds.

101.6 ALCOHOLIC BEVERAGES and DRUGS

- It is strictly forbidden to consume alcoholic beverages or drugs, including cannabis, on the field, to access the Club field and to drive after consuming alcoholic beverages or drugs.

101.7 PETS

- At all times, pets must be kept on a leash and remain in the landing area, park or parking lot.



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101.8 PERSONS OTHER THAN PILOTS

- Any person other than the pilot present at the club, must stay either in the landing area, the wooded rest park or the parking lot.
- A member can invite anyone to approach their model. In this case, the guest must stay close to the member and especially away from the model of other members.
- Any person, other than the member who owns the model and his helpers, must keep a minimum distance of three (3) meters from a model whose engine is running.

101.9 ACTIVITIES AT THE CLUB

- The Club area is reserved for the theft of remotely operated devices
- Activities such as golf, kite flying, private parties or other activities not approved by the executive are not accepted
- Camping is not allowed on the Club website.

REGULATION 102: FLIGHT REGULATIONS

102.1 DAY AND NIGHT FLIGHTS

- The daytime flight runs after 8: 30 minutes before sunrise up to 30 minutes before sunset.
- For safety reasons, night flights after sunset are prohibited at Club Mars, except during special events, specially organized for this purpose. Anyone wishing to organize such an event must make a request to the executive. For night flight, i.e. 30 minutes after sunset or 30 minutes before sunrise, every pilot must equip his remotely operated model with an appropriate light system to determine the position and trajectory of the model.

102.2 MODEL WEIGHT LIMIT:

- No remotely operated model shall exceed a maximum weight imposed by Transport Canada and MAAC.

102.3 PROHIBITED PROJECTILES AND PROPELLERS

- No member may use any projectile of any kind on the Club grounds.
- No member may equip his remotely operated models with functional projectiles
- Any metal propeller is prohibited on the Club grounds
- Any propeller "repaired or glued" is prohibited on the Club field

102.4 NOISE:

- It is forbidden to fly a model not equipped with a silencer deemed effective, or whose silencer does not meet the requirements of the M.A.A.C.

102.5 BURNISH, ENGINE TESTING AND VERIFICATION:

- Reserved area intended for the purpose of making major adjustments and engine break-in.
- Engine tests and verifications that last more than a few minutes must be done in the burnishing well.

102.6 FREQUENCY STATION:

- Place where FM transmitter radios and user cards are stored when not in use.
- Table of FM and 5.8GHz (FPV - Immersion Flight) to reserve a frequency.



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- Each pilot (or visiting pilot) must ensure that his radio transmitter is turned off before arriving at the field.
 - It is strongly recommended that each member identify their transmitter.

102.7 MAXIMUM NUMBER OF MODELS IN FLIGHT:

- A maximum of five (5) remotely piloted aircraft may be in flight simultaneously
- A maximum of two (2) remotely operated helicopters or multi-rotors can be in flight simultaneously

102.8 VISUAL CONTACT WITH UNMANNED MODELS IN FLIGHT

- Each member must maintain visual contact with their remotely operated model in flight.
- Each member must ensure that the flight path of their model ensures visual contact with the pilot
- During the vol par immersion (FPV) or the Night Flight, the pilot must be accompanied by a qualified observer (member-pilot) who must maintain visual contact at all times with the aircraft and monitor the surroundings.

102.9 PROHIBITED ELECTRONIC DEVICES ON COCKPITS

- As a safety precaution, in order to allow pilots to focus exclusively on controlling their remotely piloted models, and to ensure efficient communication between pilots in the cockpits, no electronic devices other than the transmitter used to control the scale model are permitted in the cockpits.
- Prohibited devices include:
 - Cell phones of all types,
 - The use of earpieces,
 - Radio frequency pagers,
 - Any sound reproducing device with or without earpiece,
 - Any radio frequency telecommunications apparatus.

102.10 NO-FLY DURING FARM AND MAINTENANCE WORK

- It is strictly forbidden to steal scale models during agricultural work in the flight areas.
- It is strictly forbidden to steal scale models during runway and pit maintenance work.
- The Board of Directors or the Field Director may issue a flight ban during work on the Club's grounds.

102.11 AIR SPACE AND FLIGHT AREA - Graphics

- Airspace and Flight Area

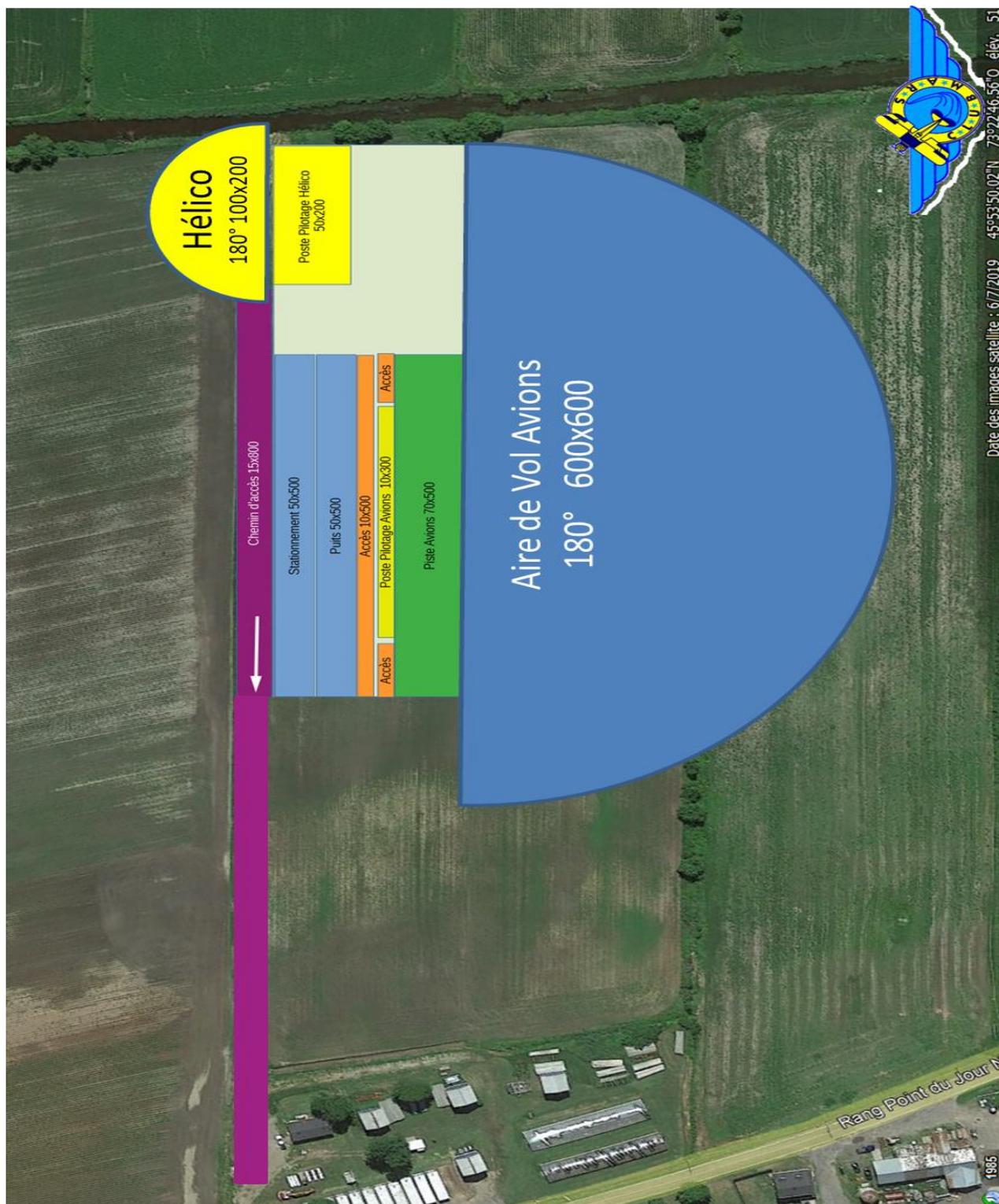


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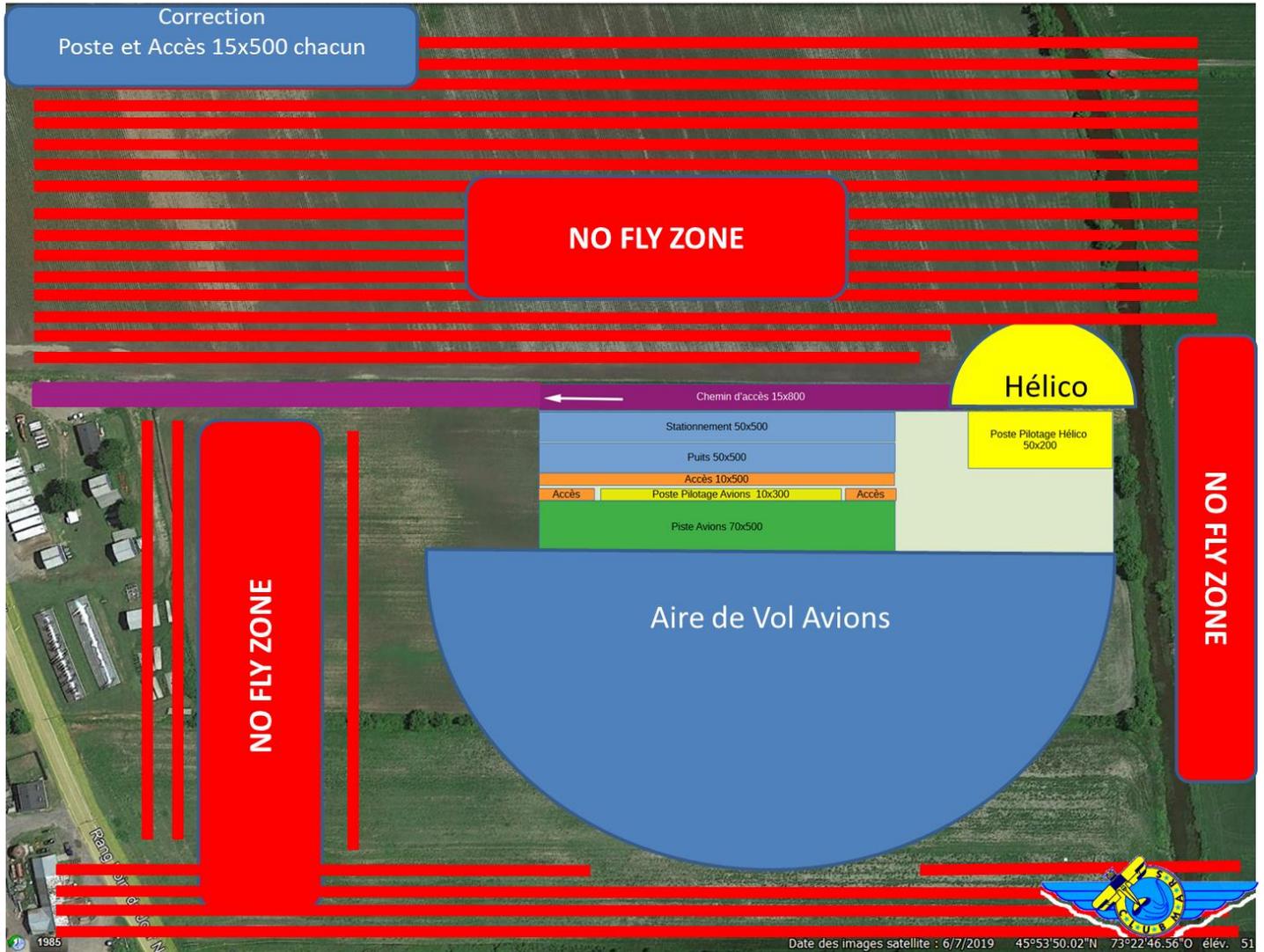
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102.12 PROHIBITED AIRSPACE:

- Airspace prohibited from flying to any type of remotely operated models, where there may be people or equipment including cockpits, refueling wells, parking, facilities, wooded areas, etc.





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102.13 AIRSPACE-AIRCRAFT:

- Flight airspace reserved for remotely piloted aircraft models.

102.14 AIRSPACE-AIRCRAFT-3D:

- Airspace excluding airspace above aircraft runways. 3D maneuvers are characterized by an almost zero advance speed and an atypical flight path.

102.15 RUNWAY-AIRCRAFT:

- The place where remotely piloted aircraft models perform take-offs, landings and landing approaches.
- All pilots will have to clear the runway once they have taken off.
- No take-off or landing when a person is on the runway.

102.16 COCKPIT-AIRCRAFT:

- Place where pilots must be positioned during the flight of remotely piloted aircraft.
- In the cockpit, communication between pilots in flight must be made clearly and by voice.
- High.
- In the cockpit, every pilot must ensure that other pilots have understood his intention.
- At the cockpit, the main communications in order of priority are:
 - "DeadStick",
 - "A man on the track",
 - 'Landing',
 - « Décollage («Take-Off») »,
 - "The track is free",
 - and "3D Flight".
- In the cockpit, pilots must position themselves in a line parallel to the runway so that they all have good visibility of the flight area and runway. During take-off and landing, a pilot may move forward, but must return to his place immediately after the manoeuvre.

102.17 AIRCRAFT REFUELLING WELLS ("Pit aircraft"):

- Place where remotely piloted aircraft models are parked between flights.
- Aircraft holding posts are mandatory.
- Any model with a working engine must be securely held in place and must face the fence.
- No member may move his model in taxi mode in the places identified on the plans of flight sites, as well as areas or any other area where people may be present. All models must be transported, or in the case of large models must be physically restricted to the flight line or running area.

102.18 REFUELLING WELL-AIRCRAFT-PETROL ("Tank-Aeroplane-Gasoline"):

- The location where remotely piloted aircraft models with high-displacement gasoline engines are parked between flights.
- Aircraft holding posts are mandatory.
- Starting and minor adjustments of this type of engine must be made there.
- Any gasoline model with a running engine must be securely held in place and must face the fence.



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102.19 TAXI-WALKING AREAS ("Taxi Way"):

- Place where remotely piloted aircraft models can roll on the ground between the refueling shaft and the runways.
- The rolling speed of the model must be kept to a minimum.
- The member must operate the device safely at all times.

102.20. HELICOPTER-AIRSPACE:

- Airspace reserved for remotely piloted helicopter models.

102.21 HELIPORT:

- Where remotely piloted helicopter models take off, hover, and land

102.22 HELICOPTER COCKPIT:

- Where pilots should be positioned during the flight of remotely piloted helicopters

102.23 HELICOPTER REFUELLING WELLS ("Helicopter pit"):

- Location where remotely piloted helicopter models are parked between flights.

102.24 GASOLINE TURBINE-POWERED AEROPLANES

Pilots of gasoline-powered or propane-powered aeroplanes must comply with the following rules, namely:

- Use practices consistent with the Gas Turbine Builders Association Code of Practice.
- Have a carbon monoxide (CO₂) extinguisher on hand and someone who is willing to use it during turbine operations.
- Use wheel brakes unless the model can remain stationary when released with the engine idling.
- Refuel and start the turbine according to the manufacturer's safety procedures.
- Refuel in an area isolated from spectators, other engines, start areas and ignition sources.
- Ensure that the tail cone from which the exhaust gases come out is not pointed at a person, fuel or fragile object.
- Do not use a model with the turbine installed outside the airframe, either under the fuselage or wings, unless the turbine is installed so that its hot section does not come into contact with the ground during normal flight operations.

102.25 INSPECTION OF SCALE MODELS

- Any model may be inspected by a member of the board of directors
- Any model may be grounded if, after inspection, it is deemed unsafe

102.26 PERIOD AND TIME OF FLIGHT

- Each member shall take turns using it in the airspace for a period not exceeding 20 minutes.
- The prolonged use of a ground radio transmitter for tests and repairs is permitted as long as no other member requires the release of the frequency (FM or 5.8GHz).
- For busy periods such as Saturdays, Sundays and holidays, airspace usage time is limited to 10 minutes.



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- The flying season is determined by the executive according to the condition of the terrain. The opening and closing are announced by email release and on the website.
- Holidays:
 - Patriots' Day [Victoria Day],
 - Saint-Jean Baptiste,
 - The festival of Canada,
 - Labour Day,
 - the GracePetition,
 - Remembrance Day [November 11],

102.27 LOW-PASS

- The pilot of any aircraft performing a "low-pass" must fly safely
- The trajectory of the "low-pass" must be located in the axis of the runway
- The low-pass trajectory must be positioned from the centre of the runway to the outer portion of the runway
- Under no circumstances shall the "low-pass" trajectory be between the centre of the runway and the cockpits.
- None approach "low-pass" perpendicular to the axis of the runway and towards the refuelling stations.

102.28 INABILITY TO FLY ALONE

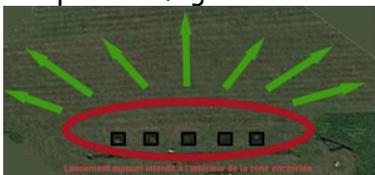
- The board of directors may, if it is difficult for a pilot to fly alone, require that the pilot be accompanied by a pilot at all times in the cockpit.

102.29 MAXIMUM FLIGHT ALTITUDE

- In order to follow Transport Canada's recommendations and rules, the following altitudes are in effect and dictated by the presence of airports and aerodromes in the region:
 - Altitude imposed by Transport Canada
- These maximum altitudes may change with the opening or closing of aerodromes.

102.30 TAKE-OFF BY MANUAL LAUNCH

- Manual launch of a model must be performed outside the cockpit area and in a safe direction, away from any person. The pilot and/or his assistant must report his intentions to take off and access the runway to other pilots in flight and ensure that he has been heard.



REGULATION 103: TRANSMITTERS, FREQUENCIES AND FREQUENCY CARDS

103.1 FREQUENCY CARDS

- **ISSUANCE OF FREQUENCY CARDS:** The Board of Directors produces the frequency cards required for Club members. On the card, we see the name of the member, the year for which it is valid and the logo of the Club. The frequency card is valid from January 1 to December 31 of the year indicated.



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- IDENTIFICATION: When a member comes to the Club grounds or to events sanctioned by the Club, the member must bring his card and leave it visible at all times.
 - LOST CARD: A lost card may be replaced at costs established by the Board of Directors.

103.2 USE OF FM AND 5.8GHz RADIO FREQUENCIES

- For FM and 5.8GHz (FPV) frequencies: Before taking a radio transmitter, the member must reserve and block the frequency using his frequency card. This is done by placing its frequency card on the frequency board by hiding the frequency used. When completing the frequency use, he must unlock the frequency by removing his frequency card from the board.

103.3 FREQUENCY INTERFERENCE

- For FM frequencies: Since some radio transmitters are less accurate than others, when there are two adjacent frequencies used simultaneously, one of the members concerned may require a ground check of the transmitters involved before their use.
- For 5.8GHz (FPV) frequencies:
 - You must reserve your frequency and if necessary change it to avoid a conflict.
 - You must check for the presence of an FPV mode device in flight before you can turn on your device equipped with a camera CAPABLE of transmitting in 5.8GHz and make sure you are not in conflict.

103.4 AUTHORIZED FREQUENCIES

- Only frequencies certified by MAAC and Industry Canada are authorized, i.e. 2.4GHz, 900Mhz and 72MHz for transmitters and 5.8GHz for FPV transmitters (camera).
- As of the 2016 season, all new members are prohibited from using the 72MHz frequency band.
- FOR 72MHz FREQUENCIES:
 - The use of FM transmitters is limited to active and registered members prior to 2016, already using FM technology.
 - This limitation does not apply to visiting pilots at events such as FunFly.
 - The frequency table rules remain in place for FM frequencies.
 - It is the member's responsibility to ensure that its issuer is properly calibrated and does not conflict with others.
 - 72 MHz FM members must leave their transmitter on the frequency board when not in use.
- No other technology is accepted.

103.5 RANGE CHECK

- Each member makes sure to carry out a range check of its transmitters
- Any member may, in case of doubt and for security reasons, ask another member to carry out a range check of its transmitters.



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REGULATION 104: SAFETY, PILOT COMPETENCE AND TRAINING

104.1 SECURITY

- Each member is required to comply with all regulations with regard to the safety of persons and devices.
- Each member is required to adopt safe behaviours on the Club grounds
- Knowledge of MAAC safety rules is required for all Club members.

104.2 PILOT SKILLS

104.2._1 National Prerequisites

- Each member shall:
 - at all times comply with the MAAC rules in effect at the time of the flight,
 - at all times comply with Transport Canada rules in effect at the time of flight
 - have with him, his basic RPAS operating permit issued by Transport Canada
 - have with him, his registration for his device or devices made with Transport Canada.

104.2._2 Skill levels

- "Student Pilot" Proficiency Level: Member who has not passed the Club's pilot exams
- Skill Level "Pilot": Member who has passed the Club's pilot exams
- "Instructor" Proficiency Level: A member who has passed the Club's pilot examinations and authorized by the CHIEF INSTRUCTOR to provide training to "Student Pilot" proficiency level members.

104.3 INSTRUCTOR

- An instructor is a member to whom the Board of Directors, through the CHIEF INSTRUCTOR, gives the privilege of training student pilots.
- An instructor, under the authority of the CHIEF INSTRUCTOR, implements the Club's training program
- An instructor records his observations in the "Logbook" given to each student pilot
- A list of instructors is produced by the CHIEF INSTRUCTOR.
- Only instructors can assist a student pilot in flight.
- If necessary, any member pilot may assist an instructor and/or student pilot in flight.

104.4 QUALIFICATIONS REQUIRED TO BE AN INSTRUCTOR

- Be a pilot member of the Club.
- Have been accepted by the Board of Directors through the authority of the CHIEF INSTRUCTOR.
- Have the ability to transmit his know-how and know-how.
- Have the ability to develop safe attitudes in student pilots
- Have time for student pilots

104.5 TRAINING PERIODS

- At any time, a student pilot can obtain training by making an appointment with an instructor.
- Tuesday evening, from 17:00, is a priority period granted to student pilots.



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- On Tuesday evenings, from 17:00, instructors are available to student pilots

104.6 ASSISTANCE TO CADETS ON THE GROUND

- Any member can assist a student pilot on the ground.

104.7 RESPONSIBILITY OF INSTRUCTORS

- Any instructor or pilot shall not be liable for damage caused to an aircraft or to the equipment of a member to whom he has provided assistance.

POLICY 105: PERMISSION TO FLY TO NEW MEMBERS

- It is forbidden to fly a model without the assistance of an instructor until you have successfully passed the pilot exam.
- If a candidate wants to become a member and calls himself a pilot, he must undergo a theoretical and practical examination under the authority of the board of directors via the CHIEF INSTRUCTOR.
- When certifying for the "Pilot" competency, the instructor-examiner must request a co-examiner in the person of:
 - Member of the Executive
 - another instructor
 - an experienced member whom the instructor deems qualified to evaluate the student pilot.
- If successful in the exam, the candidate is classified as a "pilot" and can fly alone. If he does not pass the exam, he is classified as a student pilot and must undergo training to pass the exam and become a pilot.

REGULATION 106: FIRST FLIGHT OF A MODEL

- Before the initial flight of a new model, it must be checked.
- A pilot can do the checks himself.
- The pilot warns the other pilots in the cockpit that this is the first flight of his new model
- A student pilot's model must be verified by an instructor.

REGULATION 107: VISITOR PILOT

- A visiting pilot must be a member of the M.A.A.C. He must use his MAAC card to block the frequency of his model (including 2.4GHz) and comply with the Club's regulations at all times.
- **The visiting pilot must meet the Transport Canada prerequisites described in section 104.21**
- Apart from special events where the Club makes a special invitation, a visiting pilot may use the Club's facilities only once a year and must be accompanied by the inviting Club member.
- **CERTIFICATION FROM OTHER COUNTRIES FOR VISITORS**
 - A visitor must demonstrate certification and obtain a Transport Canada MAAC membership.
- At all times, the guest is under the responsibility of the host member.



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REGULATION 108: JUNIOR PILOT (8-14 YEARS) AND TEEN PILOT (14-17 YEARS)

- For these categories of pilots, the parent or guardian, if he has the skill level "Pilot" (104.2), may serve as a pilot-instructor.
- Junior Pilot: Must fly under the supervision of a pilot (Remote Control Pairing - BuddyBox) even if he has reached the skill level "Pilote"
- Teen Pilot: Can fly alone if he has reached the "Pilot" skill level

REGULATION 109: PILOT INSURANCE (M.A.A.C)

- All pilots must be members of MAAC and must have valid MAAC insurance at all times.
- Proof of subscription to MAAC is required for the issuance of frequency cards by the Club.
- In the event of an incident requiring a claim, the deductible is shared by the Club (\$250) and the member(s) involved (\$250).
- The procedure for documenting an incident can be found on the MAAC website at the following link:
https://secure.maac.ca/get_document.php?document_id=278

POLICY 110: COMMERCIAL ACTIVITIES AT THE CLUB

- Commercial activities take place only on special occasions authorized by the Board of Directors
- No member may engage in commercial activities at Club meetings and grounds.
- No member may distribute business cards at Club meetings and grounds
- No member may make monetary or commercial solicitations at meetings and at the Club grounds.
- No member may engage in gainful activity within the Club without the authorization of the Board of Directors
- No member may invite a non-member for activities related to an external business transaction .

POLICY 111: DAMAGES AND LIABILITY

- MID-AIR COLLISIONS: If two or more in-flight models are involved in a collision, each of the members involved is responsible for their own damages.
- COLLISIONS IN REFUELING WELLS: Any member with a moving model involved in a collision with another static pattern in the refueling well is responsible for damage to it. (M.A.A.C. insurance may apply)
- RADIO TRANSMITTER START-UPS: Each member is liable for damage caused by the operation of a transmitter if the frequency is already reserved by another member.
- STARTING UP OF PROHIBITED ELECTRONIC EQUIPMENT: Each member is responsible for damage caused by the operation of prohibited electronic equipment.
- NON-MEMBER PILOTING: Any member who allows another unqualified person to steal his aircraft, is responsible for any damage caused by that person
- MODEL OF A NON-MEMBER: A person who is not a member of the Club and not affiliated with the MAAC wishing to fly a remote aircraft may do so, provided that he agrees to fly it by a competent Club pilot for one flight only. The pilot who agrees to fly the non-member's model is responsible for any damage caused.



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- **DISPUTE RESOLUTION:** If a dispute arises in the settlement of damages between members, the Board of Directors must be notified and an arbitrator must be appointed. This arbitrator must be accepted by the parties and his decision is binding.

REGULATION 112: VIOLENCE, THREATS AND INTIMIDATION

- **THREATS:** The fact that a person manifests the possibility or intention to inflict injury, death or property damage on another person or group of persons.
- **BULLYING:** Bullying is psychological abuse inflicted on a person with the aim of hurting or scaring them
- **PHYSICAL VIOLENCE:** Violence refers to any behaviour that uses force
- **VERBAL ABUSE:** Verbal abuse is the constant repetition of rude, rude, insulting and abusive language.
- Each member is required to have courteous and polite relations with other members
- Each member is required to respect the integrity of other members and their devices
- No member may assault another member for any reason.
- No member may make threats, intimidation, physical violence or verbal violence towards other members
- This regulation also applies to violence, threats and intimidation on social networks associated with the Club.
- Failure to comply with these rules may result in expulsion by the executive of the member.