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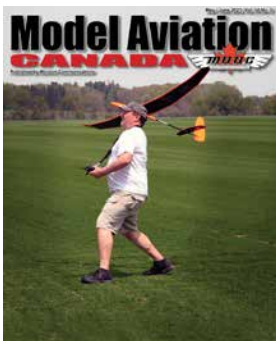
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Tim Glover hand launching his father's X-Dream to check the trim and cg at the new Southern Ontario Glider Group Inc. glider field.

Tim Goyer lance l'X-Dream de son père afin de vérifier les réglages et le centre de gravité au nouveau terrain du Southern Ontario Glider Group Inc.

# VICE-PRESIDENT'S MESSAGE

**Randy Hepner - 73393**

Vice-President

204-467-7141 | zd-d@maac.ca

An unexpected vacancy in the Vice President position in April of this year allowed me to be elected the interim VP. As June approaches, the original term I was filling is complete and I must stand for re-election by the Board. So, as you read this maybe I am still VP, or maybe not. Regardless, I am VP today so here is what I hope is my first of many VP reports.

My campaign for VP was based on three basic goals which are very similar to the latest principles of MAAC:

1. Restore MAAC's standing in the aviation community as a competent, professional, and trustworthy partner.
2. Regain RPAS flying freedoms, and
3. Restore member faith that MAAC can be trusted to act in their best interests.

Should I be re-elected and continue, I will expand on how I think this team – the Board and other various MAAC leaders need to be a team – can accomplish those goals.

But first here is a bit about me as most of the country has no idea who I am.

## THE ONLY CONSTANT IS CHANGE.

First off, I am 54 and retired from a very rewarding and full operational career in Air Traffic Control at NAV CANADA. In my ATC career, I performed many various other specialized duties, including airspace specialist and serving on the RPAS working group... both giving me skills that are very useful to MAAC today. For this article though I want to relay how my career was one of near constant change and how that too can be important to MAAC.

I started my ATC career in 1991 with Transport Canada. We were using a RADAR system that was commissioned in 1956, and worked with co-workers of similar vintage... talk about a culture shock for all involved.

I think my military background may have helped smooth over a 30+ year age and clear culture difference. The RADAR also was clearly not the tech of my generation - it had racks of vacuum tubes and knobs and dials all over the place and the targets were just "blips" on a black screen in a darkened room – a Nintendo hand-held video game



Grant Engle working in the Regina Terminal in 1991 with the system that was first used in 1956, with the console being updated in the mid-70's. Le contrôleur aérien, c'est Grant Engle, au terminal de Regina (Saskatchewan) en 1991. Il se trouve à côté du système utilisé dès 1956; la console a été remise à niveau au milieu des années 1970.



Control Center using a 100% paperless ATC system controlling international flights from all over the world. / Randy Hepner, en 2019, au centre de contrôle aérien de la région de Winnipeg; il utilise un système sans papier afin de contrôler les vols internationaux.

had more processor power.

I ended my time controlling the world's most sophisticated airliners (B787, A220, B737 MAX) using the world's best and most sophisticated ATC tech with very complex flight procedures to match. Ironically the learning curve to "control" using this very complex equipment/environment was much harder than just keeping the airplane "blips"

apart in 1991. That "tech" change very likely caused some grief for the older generation and likely led more than a few to seek other employment options/retire.

Technology change - especially if one isn't trained, prepared or willing to change and adapt - can do that.

But by far the biggest culture shock/

*suite à la page 7*



## PRESIDENT'S MESSAGE



**Mike Anderson- 17752**

President

613-299-3702 | president@maac.ca

As of the end of May, we've authorized over 330 sites to resume flying, representing 82% of all sites that are not in controlled airspace. These are not just RPAS sites. Nine sites are control-line only, and two are for space models only, but we've also authorized sites for different mixes of flying categories. Sixteen personal flying sites (PFS) have been authorized, with more to come.

Even better, for the clubs that have a mix of sites in and out of controlled airspace, only 36 clubs have no alternate sites outside controlled airspace. This is not good news for the roughly 400 members in one of these 36 clubs, but it shows that we are maximizing the number of members with access to an authorized flying site.

Our membership database tells us that 80% of our members either belong to a club or fly from a personal flying site, and 90% of them have access to an authorized uncontrolled airspace site. This is a fantastic

result! It shows that our goal to get as many members flying again as possible is being achieved.

We've come a very long way since December, when the Board realized that all the sanctioned sites in Canada had been approved using different standards in the hands of different directors over many years. This resulted in low confidence in our knowledge of what was being flown and in what airspace.

The suspension of outdoor flying was intended to remedy that by applying consistent standards and criteria everywhere. The plan was to do this as quickly as possible, in the dead of winter, to minimize the impact on the membership. There was good reason to believe this 'audit and fix' program was achievable in a quick timeline.

Then, the first of two major hits came when we lost access to all controlled airspace just before Christmas. Then, in early February, we were told about the loss of the exemption. With that news, all of the reauthorizations underway had to stop until we could understand the new site approval standards and criteria.

By early March, we had a new plan and

started churning out the second set of authorizations. At the end of May, after three months of intense work by a small band of volunteers, hundreds of club leaders, and individual members, we mostly achieved the original three-month target we set in December. We didn't know then that we would have to do it twice!

Your MAAC leadership team knows how disruptive flying under the new reality of the Canadian Aviation Regulations is. We know that some of our members are still struggling to adapt. For all the members who have worked so hard to get flying again, give yourselves a huge applause because you've come a long way in a short time and just in time for the traditional Canadian flying season.

Although we've made some written submissions to the authorities, we are not yet actively engaged with them, so it's looking like the 2023 flying season is going to be entirely under Part IX of the CARs. We are all going to learn what that means, and we are going to get some important operational experience that will rebuild not only our own confidence but also the confidence that authorities have in us to be great partners in Canadian aviation. ✈️

## CHRONIQUE DU PRÉSIDENT



**Mike Anderson - 17752**

Président

613-299-3702 | president@maac.ca

Au moment de rédiger ceci – fin mai – nous avons autorisé plus de 330 terrains à reprendre les vols, ce qui représente 82 % de tous les terrains qui ne se trouvent pas dans de l'espace aérien contrôlé. Il ne s'agit pas seulement de terrains propices aux SATP (en anglais, RPAS, si vous connaissez mieux cette terminologie). Neuf terrains sont voués uniquement aux maquettes de vol circulaire et deux d'entre eux servent uniquement à l'astromodélisme (fusées) mais nous avons aussi autorisés des terrains servant à plusieurs volets de l'aéromodélisme. Quelque 16 terrains de vol personnels ont été autorisés et d'autres le seront, aussi.

Mieux encore, des clubs qui jouissent d'une variété de terrains à partir desquels voler mais situés à l'intérieur et hors de l'espace aérien contrôlé, seuls 36 clubs ne possèdent pas de terrain situé hors de l'espace aérien contrôlé. Ce n'est certes pas une bonne nouvelle pour les 400 membres d'un terrain en particulier – sur ces 36 – mais cela montre que nous maximisons le nombre de membres qui ont retrouvé l'accès à un terrain de vol autorisé.

Notre base de données de l'adhésion nous révèle que 80 % de nos membres font partie soit d'un club, soit qu'ils font voler leurs maquettes depuis un terrain de vol personnel, et que 90 % d'entre eux ont accès à un terrain (autorisé) situé hors de l'espace aérien contrôlé. C'est un résultat fantastique! Il montre que nous sommes en train de réaliser notre objectif de faire en sorte que le plus grand nombre possible de membres puissent recommencer à faire

évoluer leurs maquettes.

Que de chemin parcouru depuis décembre 2022, lorsque le conseil de direction s'est aperçu que tous les terrains de vol au Canada avaient été approuvés à l'aide de normes qui différaient beaucoup et par les directeurs de zone du moment, sur une longue période. Résultat : nous ne pouvions plus faire confiance à notre connaissance de « quoi » volait en « quel » espace aérien.

La suspension des vols à l'extérieur visait à remédier à cette situation en appliquant partout des normes et critères uniformes. Le plan de match, c'est de faire cela le plus vite possible – en plein hiver – afin de minimiser l'impact sur les membres. Nous avons de bonnes raisons de croire que ce programme de « vérification et de correction » était réalisable en un laps de temps serré.

*suite à la page 7*

# CHRONIQUE DU VICE-PRÉSIDENT

Randy Hepner - 73393

vice-président

204-467-7141 | zd-d@maac.ca

C'est par la disponibilité soudaine du poste de vice-président, en avril, que j'ai été élu par intérim. À mesure que nous nous dirigeons vers le mois de juin, le mandat original dont je devais m'acquitter parvient à échéance et je dois soumettre ma candidature une fois de plus au conseil de direction. Au moment où vous lirez ces lignes, peut-être que je serai encore vice-président, peut-être que non. Peu importe, je le suis pendant que je vous écris et donc, voici ce qui, j'espère, sera ma première chronique de plusieurs.

Ma campagne à la vice-présidence était basée sur trois objectifs qui ressemblent beaucoup aux plus récents principes du MAAC :

Récupérer la place du MAAC au sein de la communauté aéronautique à titre de partenaire compétent, professionnel et digne de confiance.

Récupérer la liberté de vol des « RPAS » et

Récupérer la foi des membres, à savoir qu'ils peuvent faire confiance au MAAC afin qu'il agisse dans leur intérêt.

Si on me réélit et que je puisse continuer, je parlerai davantage comment cette équipe – le conseil de direction et les autres leaders du MAAC doivent agir en équipe – peut atteindre ces objectifs.

Mais en premier lieu, laissez-moi me présenter un peu puisque l'ensemble du pays n'a pas la moindre idée de qui je suis.

## LA SEULE CONSTANCE, C'EST LE CHANGEMENT

En premier lieu, je suis âgé de 54 ans et j'ai pris ma retraite d'une carrière très satisfaisante et remplie à titre de contrôleur aérien chez NAV Canada. Lors de celle-ci, je me suis acquitté de nombreuses tâches spécialisées, y compris celles d'être spécialiste de l'espace aérien et de siéger au sein du groupe de travail sur les systèmes aériens télépilotés (ce que les anglophones appellent RPAS). Cela m'a procuré des aptitudes qui sont très utiles au MAAC, aujourd'hui. Cependant, pour les besoins de cette chronique, je veux vous faire comprendre que j'ai évolué au sein de changements quasi-constants et comment,

cela aussi, s'avérer important pour le MAAC.

J'ai débuté ma carrière de contrôleur en 1991 chez Transports Canada. Nous avions recours à un système radar qui avait été mis sur pied en 1956 et je travaillais avec des collègues de la même époque... c'était tout un choc culturel pour toutes les parties impliquées.

Je crois que mes antécédents militaires ont amoindri cette différence d'âge (et culturelle). Le radar ne constituait assurément pas la technologie de mon époque – il comportait sa part de lampes, de boutons et de cadrans tout partout et les cibles n'étaient que des points « blip » sur un écran noir dans une salle tout aussi obscure – disons qu'une console de Nintendo disposait de plus de puissance de processeur.

J'ai terminé cette époque de contrôleur en guidant les envolées des avions de ligne modernes (Boeing 787, Airbus A220, Boeing 737 MAX) à l'aide de la technologie la plus sophistiquée, procédures de vol complexes en sus. Ironiquement, la courbe d'apprentissage d'utilisation de cet équipement et de cet environnement tous deux complexes était bien plus raide que d'apprendre à espacer nos « blips », en 1991. Ce changement technologique a vraisemblablement causé bien des déboires à la génération plus âgée de contrôleurs, si bien que nombreux sont ceux qui ont vérifié leurs options d'emploi/de retraite.

Les changements technologiques – surtout si on n'y est pas formé, préparé ou réceptif – peuvent faire cela.

De loin le plus important choc de culture/changement, c'était de passer du travail pour un régisseur (Transports Canada) à la création de NAV Canada, un fournisseur sans but lucratif de services de navigation aérienne – une première mondiale – en 1996.

J'étais là – littéralement – dès sa conception, sa naissance, la situation de conflits de travail et j'ai été témoin du degré de difficulté de ce calibre de changement au sein d'une industrie complète. Bien qu'aujourd'hui, NAV Canada soit devenu une agence de calibre mondial – ce qui n'est pas arrivé du jour au lendemain – cette ampleur du changement n'a pas été aisée pour qui que ce soit.

Travailler au contrôle aérien chez Transports Canada au cours des années

1990, cela signifiait que nous pouvions travailler à notre guise – ce qui ressemble à l'activité du MAAC avant la Partie IX du Règlement de l'aviation canadien (RAC). Bien sûr qu'il y avait des règles mais tout droit de regard et de surveillance (oversight) était interne et, en autant que nous n'embarrassions pas le/la Ministre du moment et que nous nous tenions loin des feux médiatiques, la vie était belle. Les gestionnaires de Transports Canada étaient des bureaucrates de carrière et les changements étaient pratiquement inexistant – même travail, jour après jour.

Sous l'égide du modèle de privatisation de NAV Canada, le changement s'est produit... beaucoup de changement. Qu'il s'agisse de nouvelle technologie ou de nouvelles règles syndicales, notre travail est devenu dynamique; hebdomadairement, quelque chose de nouveau était présenté ou quelque chose changeait. Peut-être était-ce le plus gros changement : les conséquences pour enfreinte aux règles étaient décidées à l'externe... et elles étaient sérieuses. Ça vous rappelle quelque chose?

Naturellement, cela a affecté un contrôleur aérien qui effectuait son travail (comme un membre du MAAC qui fait voler sa maquette) mais encore plus important, les gestionnaires et leaders de la compagnie devaient effectuer d'importants changements. Plusieurs de ces gestionnaires avaient passé leur carrière entière à titre de bureaucrates de TC et maintenant, ils devaient rendre des comptes quant aux normes d'une société privée. Pour certains, ce n'était pas une transition facile.

Si les régisseurs, souscripteurs d'assurance ou responsables des relations de travail/syndicats disaient « non » à des pratiques exemplaires d'antan – non voulait dire NON! (comme aucun nouveau terrain de vol dans de l'espace aérien contrôlé), il était rapidement évident que plusieurs gestionnaires de la vieille école devaient changer du tout au tout ou alors, on les encouragerait à chercher autre chose, ailleurs. Somme toute, il a fallu cinq ans pour que la mentalité change (le passage à une société privée sans but lucratif) et que cette entité réponde au régisseur, au souscripteur d'assurance, aux lois sur les relations de travail et, ultimement, aux pilotes.

*suite à la page 7*



### Vice President (A)

from page 4

change came from working for the regulator, Transport Canada, to creating NAV CANADA, a not-for-profit Air Navigation Service Provider (ANSP) - a world first - in 1996.

I was there, quite literally, for its conception, birth, the “terrible two’s” of labour strife and saw firsthand how difficult that level of change can be for an entire industry. While today NAV has become a world leading ANSP that didn’t happen overnight, and that level of change was not easy for everyone.

Working in ATC for Transport Canada in the 90’s meant we pretty much did as we pleased - very similar to MAAC prior to CAR Part IX. There were rules of course, but all oversight was internal and so long as we didn’t embarrass the Minister and stayed out of the media spotlight, life was pretty good. TC managers were career bureaucrats and changes were virtually non-existent - same job every day.

Under the privatized NAV CANADA model, there was change. Lots of change. From new tech to new labour rules - it became a dynamic job where every

week something new was introduced or something changed. Perhaps the biggest change was there were now externally decided consequences for breaking rules/ infractions and the like - very serious consequences - sound familiar?

This naturally affected a controller doing the job (like a member flying his model) but perhaps more importantly it required significant change from managers and company leaders. Many of those managers had spent their entire careers as TC bureaucrats and now they were suddenly accountable to private corporation standards. That was not an easy transition for some.

If the rule makers, insurance underwriters or Labour Relations/Unions said no to a certain past practice - no meant NO! (like no new sites in controlled airspace)

It quickly became evident many 'old guard' managers needed to fundamentally change or those managers would need to be encouraged to seek employment options elsewhere. All in all it took at least five years to embrace the new mindset of being a private not-for-profit

corporation that answers to the regulator, the insurance underwriter, labour relations laws and, ultimately, the flying public.

NAV CANADA’s only product after all is safety - and they do take that very seriously. “Drones” in controlled airspace in a no-drone zone near a major airport approach/departure path and without permission.... not a chance that will be ignored.

If you haven’t figured out why I’m relaying this story, it’s because the parallels to MAAC of today are almost identical - disruptive change forced upon us and an equal response required. The good news is that with solid MAAC leadership that is willing to accept our modern realities, work to solve problems, and hold members accountable to the safety standards the Canadian public demand, we can not only survive this current situation, but flourish.

My promise to the board as VP was resolute - we will move forward so the members can once again enjoy their hobby - under the new realities. ✈

### Chronique du VP

suite de la page 6

Après tout, le seul produit de NAV Canada, c’est la sécurité - et cela, ses employés le prennent très au sérieux. Les « drones » dans l’espace aérien contrôlé dans une zone interdite à ces engins et dans la trajectoire de l’approche/du décollage d’un aéroport majeur - et sans autorisation - les chances qu’on vous ignore sont nulles.

Si vous n’avez pas encore compris pourquoi je vous raconte cette histoire, c’est parce que les parallèles au MAAC d’aujourd’hui sont presque identiques - du changement important nous a été imposé et nécessite une réaction proportionnelle. La bonne nouvelle : nous survivrons - et nous épanouirons - grâce à un leadership solide de la part du MAAC, un leadership qui veut bien accepter notre réalité moderne, qui travaille à la résolution de problèmes et qui demande des comptes à ses membres quant aux normes de sécurité à lesquelles s’attend le public canadien.

Ma promesse à titre de vice-président auprès du conseil de direction était aussi déterminée que songée - nous allons de l’avant afin que les membres puissent une fois de plus s’adonner à leur passe-temps - sous l’égide de notre nouvelle réalité. ✈

### Chronique du président

suite de la page 5

Ensuite, on nous a asséné deux coups de massue alors que nous avons perdu l’accès à l’espace aérien contrôlé en entier, juste avant Noël. Deuxièmement, au début février, on nous a annoncé que nous avons perdu notre exemption (de la Partie IX du Règlement de l’aviation canadien, le RAC). Une fois cette nouvelle tombée, toutes les nouvelles autorisations qui étaient en chantier ont été arrêtées jusqu’à ce que nous puissions comprendre les nouvelles normes et critères d’approbation des terrains de vol.

Rendus au début mars, nous avons conçu un nouveau plan de match et avons entrepris la deuxième mouture d’autorisations pour les terrains de vol. Fin mai - après trois mois de travail intensif par une poignée de bénévoles, des centaines de leaders de club et de membres à titre individuel - nous avons réalisé en grande partie l’objectif de trois mois que nous nous étions fixés en décembre. Nous ne savions pas alors que nous aurions à refaire tout cela une deuxième fois!

Votre équipe de leadership du MAAC sait à quel point cette nouvelle réalité du RAC nuit à vos vols. Nous savons que certains de nos membres peinent à s’adapter à la nouvelle procédure. À tous les membres qui ont travaillé ferme afin de reprendre les vols de leurs maquettes, applaudissez-vous parce que vous avez parcouru beaucoup de chemin en peu de temps... et juste à temps pour la saison de vol traditionnelle au Canada.

Bien que nous ayons expédié des soumissions par écrit aux autorités, nous n’avons pas encore eu de rencontres actives avec elles; il semble bien que la saison de vol 2023 devra être entreprise entièrement sous l’égide de la Partie IX du RAC. Nous apprendrons tous ce que cela signifie et nous allons recueillir une précieuse expérience opérationnelle, ce qui nous redonnera confiance et qui en redonnera aux autorités, selon quoi nous demeurons des partenaires formidables de l’aviation canadienne. ✈

# SAFETY ADVISORY GROUP

## Mark Winstanley

President

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### SAFETY BITES

In February 2022, MAAC implemented a Reportable Occurrence policy for Accidents and Incidents. This policy applied to ALL categories of MAAC modelling: RPAS, C/L, FF, Space Modelling and surface vehicles.

The policy distinguishes between an accident (something did happen), an incident (something almost happened) and hazards (something might happen).

It requires that members must report accidents and incidents involving any MAAC operation and a non-MAAC person, aircraft, or other items of value. Normal operational inter-MAAC issues such as model crashes, personal injury, or damage to club property are not required to be reported.

The policy and reporting requirements are completely independent of any insurance reporting – this process is not linked in any fashion to whether an insurance claim is required or submitted.

The policy is not punitive in nature –

no member will be disciplined for proper utilization of the reportable occurrence process -- and is intended to be used for regulatory compliance and development of safety codes.

A total of ten reports consisting of three accidents, six incidents and one personal injury reports from the membership were received in 2022.

### 2022 ACCIDENTS

- One loss of control impacting a parked car
- One loss of control impacting a non-MAAC structure
- One loss of control and crash, starting a stubble fire

### 2022 INCIDENTS

- Five reports of “fly-away” type incidents where the RPAS left the flying area
- One report of a full-scale aircraft flying directly over an RPAS site at low altitude – no risk of collision

While not required to be reported, there was one report of a MAAC member receiving personal injury from inadvertent

propeller activation which required medical assistance. The model and battery also required fire suppression.

All of the reports have been reviewed by the SAG and TCAG and except for the building collision; we have concluded no change to the Safety Code is required. The building collision has resulted in changes to set-back distances when operating on aerodromes, and a general concern about aircraft parked outside and distances from model activities.

A more detailed investigation was conducted by the SAG into the impact on a building resulting from a loss of control of an RPAS. Minor damage was caused to the building. The investigation identified a number of rules violation and safety concerns which resulted in recommendations to the Board of Directors on Safety Code revisions and MAAC administrative procedures.

This will be an ongoing feature in the magazine. In addition to an annual summary of what happened during the year, we plan to include brief summaries reported occurrences and what has been learned from them in future issues. ✨

# GROUPE CONSULTATIF SUR LA SÉCURITÉ

## Mark Winstanley

Président

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### EN MATIÈRE DE SÉCURITÉ

En février 2022, le MAAC a mis en œuvre une politique sur des événements à rapporter (accidents et incidents). Cette politique s'appliquait à TOUTES les catégories de modélisme au sein du MAAC : SATP, vol circulaire, vol libre, astromodélisme et véhicules de surface.

Cette politique départage l'accident (quelque chose s'est produit), l'incident (quelque chose s'est presque produit) et les dangers (quelque chose pourrait se produire).

Elle requiert que les membres rapportent les accidents et incidents qui impliquent de quelconques opérations sous l'égide du MAAC et une personne n'étant pas associée au MAAC, un aéronef ou tout

autre objet de valeur. Les problématiques habituelles propres au MAAC (écrasement de maquettes, blessures ou dommages à de la propriété de club) ne doivent pas être rapportées de cette façon.

La politique et les exigences de rapport sont indépendantes de tout rapport auprès de l'assurance – ce procédé n'est pas lié de quelque façon que ce soit au processus voulant qu'une réclamation d'assurance soit requise ou soumise.

La politique ne se veut pas « punitive » -- aucun membre ne sera puni pour avoir correctement utilisé le processus d'évènement rapportable – et devrait être utilisée à des fins de conformité réglementaire ainsi qu'à la mise au point des codes de sécurité.

En tout, dix rapports – trois accidents, six incidents et un rapport de blessure corporelle ont été logés au sein des membres en 2022.

### Accidents en 2022

- une perte de contrôle occasionnant une collision avec une voiture stationnée
- une perte de contrôle occasionnant une collision avec une structure non associée au MAAC
- une perte de contrôle et un écrasement, ce qui a provoqué un feu de petite taille

### INCIDENTS EN 2022

- cinq rapports d'incidents de type fly-away, lorsque le SATP a quitté le secteur de vol
- un rapport d'un aéronef à l'échelle réelle qui a volé à basse altitude directement au-dessus d'un terrain de SATP – aucun risque de collision

Bien que ce ne soit pas requis de le

*suite à la page 10*



## EDITOR'S MESSAGE

Keith Morison - 24909L

Editor

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I recently had a chance to check out The Museum of Flight in Seattle, Washington. Out front, in the shadow of the Trans-Canada Super Constellation, was an unassuming statue that caught my eye, and then, my imagination.

*Team Effort*, a 1994 piece by Larry Anderson, depicts a young boy putting together a model airplane under the watchful eye of a bird perched on his shoulder. This subtle statue makes a bold statement with its placement... literally at the start of your journey through the museum.

For me, it was a reminder of my start in the hobby... not that I had birds landing on my shoulder at any time, but the simplicity of learning about flight through modelling. It was the starting point for me, and so many others who make a hobby -- or a career -- out of aviation.

### FOR THE LOVE OF IT

As our hobby faces new challenges and tighter regulations, it is helpful to think back to why we are in the hobby in the first place. The detailed answer will be different for every member, because we have an extremely broad collective of disciplines and interests. But there will be a common theme of 'an interest/love of aviation and things that fly.'

As I toured the museum, there was so much to take in, but with aircraft ranging from the Gossamer Albatross II to the



Photo by Keith Morison

Concorde, it was impossible to come away without being reminded of my love of aviation.

### THE SAME, BUT DIFFERENT

I've 'jumped through the hoops' and have my Advanced certificate. At the time, I did that to get a sense of what was involved and what members would need to know.

I've been flying this year, once my club sites received SOCs, and it definitely has a different feel to it.

I haven't been out with a sailplane yet this year, but I'm looking forward to it... even with a 400-foot ceiling. I've been flying with my electrics and cleaning up my aerobatics. Site surveys and logbooks are a change, but easily manageable.

The most interesting things I'm learning about are coming from GPS trackers and telemetry altimeters. I am learning a lot about where I'm flying and have been surprised to find I'm closer and lower than I would have expected. ✈

## CHRONIQUE DE L'ÉDITEUR

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J'ai récemment eu la chance de visiter le Museum of Flight (Musée du vol) à Seattle (état du Washington). À l'avant, dans l'ombre du Super Constellation de Trans-Canada, se trouvait une modeste statue qui a attiré mon attention et ensuite, mon

imagination.

*Team Effort* (effort d'équipe) est une œuvre de Larry Anderson qui date de 1994. Elle illustre un garçon en train d'assembler une maquette d'avion sous l'œil d'un oiseau qui est perché sur son épaule. Cette humble statue, c'est une manifestation assez claire de l'intention, de par son emplacement... au tout début de l'aventure qui vous fait arpenter tous les coins du musée.

Pour moi, c'était un rappel de mes

débuts en ce passe-temps... non, aucun oiseau n'atterri sur mon épaule; seulement, l'aéromodélisme m'a permis d'apprendre la science du vol. C'était le point de départ pour moi – comme pour tellement d'autres, par passe-temps ou à titre de carrière – en aviation.

### PAR AMOUR

Notre passe-temps est soumis à de

*suite à la page 10*

*Groupe consultatif sur la sécurité suite de la page 8*

rapporter, il y a eu un rapport selon quoi un membre du MAAC a subi une blessure corporelle impliquant une hélice, ce qui a nécessité de l'aide médicale. La maquette et la batterie ont dû être aspergées de matière coupe-feu.

Le Groupe consultatif sur la sécurité et le Groupe de Transports Canada sur la sécurité ont tous deux examiné tous les rapports et – à l'exception de la collision impliquant un bâtiment – nous avons conclu qu'aucun changement n'est requis au Code de sécurité. Quant

à cette collision avec le bâtiment, des modifications ont été apportées aux marges de recul lors d'opérations à un aérodrome; on s'est aussi penché sur le cas d'aéronefs garés à l'extérieur et à la distance d'activités de modélisme.

Le Groupe consultatif sur la sécurité a mené une enquête plus détaillée sur la perte de contrôle d'un SATP et de son impact avec un bâtiment. La structure en question a subi des dommages mineurs. L'enquête a identifié plusieurs infractions aux règles et des inquiétudes

afférentes à la sécurité, ce qui a donné lieu à des recommandations auprès du conseil de direction quant aux révisions au Code de sécurité et aux procédures administratives du MAAC.

Ce sujet reviendra régulièrement dans les pages de Model Aviation Canada. En plus du résumé annuel des événements de l'année, nous avons l'intention d'inclure dans de prochains numéros des résumés des événements qui ont été rapportés ainsi que les leçons apprises. ✈

*Chronique de l'éditeur suite de la page 9*

nouveaux défis et à de la réglementation plus sévère, mais il est bon de songer à la principale raison pour laquelle nous évoluons au sein de ce passe-temps. La réponse complexe diffèrera pour chaque membre (du MAAC) puisque nos disciplines professionnelles et nos intérêts personnels diffèrent tellement. Mais le thème commun demeure « un intérêt/amour de l'aviation et des machines volantes ».

En effectuant la tournée du musée, il y avait tant de choses à assimiler mais puisque la gamme d'appareils comprenait le Gossamer Albatross II et le Concorde, il

m'était impossible de quitter cet endroit sans me rappeler que j'adore l'aviation.

**MÊME ROUTINE, MAIS DIFFÉRENTE**

J'ai franchi les étapes requises et me suis doté de mon certificat avancé pour Systèmes aériens télépilotes (SATP). À l'époque, j'ai voulu vivre cela afin de me rendre compte de ce que devront faire les membres pour y arriver et de quelles connaissances ils doivent être au courant.

J'ai effectué quelques vols cette année, une fois que les terrains de vol de mon club ont été approuvés par voie de certificat. Il n'y a pas à dire, faire voler nos

appareils diffère maintenant de jadis.

Je n'ai pas encore apporté un planeur au terrain cette année mais j'ai tout de même hâte... malgré le plafond des 400 pieds. Jusqu'à maintenant, j'ai utilisé des maquettes électriques et je peaufine mes acrobaties. Le relevé du terrain et les carnets de vol, voilà d'autres nouveaux éléments, mais on s'en tire aisément.

J'apprends des choses intéressantes : les applications de GPS et la télémétrie d'altimètre m'informent que je fais voler mes appareils un peu plus près et plus bas que ce à quoi je m'attendais. ✈

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## ALBERTA (A)

Philippe Dessureault #68233

Zone Director  
zd-a@maac.ca

Hello all! I will keep this one short.

It has been almost two months since I stepped in as the Zone Director. It has been a learning curve, especially in the current challenging times. But I'm glad I did!

We definitely have a great bunch of people in this Zone, and in this hobby in general and I am very happy to help our members!

Summer is right around the corner, weather is beautiful, most clubs in the zone are back up in running. Unfortunately, some of our clubs are inside controlled airspace and it might still be a while before they can be back flying.

I'm proud to say that some zone clubs stepped up and offered temporary membership to the members of these grounded clubs, or have simply opened the opportunity for them to come fly at their field.

We do have great MAAC members, helping each other with the RPAS licence, creating a presentation to teach the in's and out of the regulations. Creating checklist and logbook, too. We're making all these new requirements more workable.



### CARFF AUCTION

On another note, I had the chance to visit the CARFF auction that happens each year on the first week of May. Lots of people

came out to the event to see lots of great stuff get sold! Some pictures attached.

Cheers and Happy Flying! ✈️

## ALBERTA (A)

Philippe Dessureault #68233

Directeur de zone  
zd-a@maac.ca

Bonjour tout le monde! J'ai gardé cette chronique plutôt courte.

Cela fait bientôt deux mois que j'ai accepté le poste de directeur de zone. C'était toute une courbe d'apprentissage, surtout en raison du contexte actuel. Mais je suis heureux d'avoir relevé le défi!

Nous comptons assurément un bien beau groupe de personne au sein de cette zone – et du passe-temps en général – et je suis heureux d'aider nos membres!

L'été frappe à notre porte, le temps

est magnifique, la plupart des clubs de la zone ont repris leurs opérations. Malheureusement, quelques-uns se trouvent à l'intérieur de zones contrôlées et il se pourrait que leurs opérations prennent davantage de temps à reprendre.

Je suis fier de déclarer que certains clubs ont spontanément offert leurs installations – et une adhésion temporaire – aux membres dont les clubs ne peuvent reprendre leurs activités pour l'instant ou encore, ont tout bonnement lancé une invitation à venir voler chez eux.

Les membres du MAAC sont sensationnels : ils s'entraident quant à l'obtention du permis ATP et ont créé un atelier afin d'expliquer les détails des

règlements. Certaines personnes ont même créé une liste de contrôle (checklist) et un carnet. Tous travaillent en fonction de composer avec les nouvelles exigences.

### VENTE AUX ENCHÈRES DE CARFF

Dans un autre ordre d'idées, j'ai eu l'occasion de me rendre à la vente aux enchères du Club CARFF au cours de la première fin de semaine de mai. Plusieurs personnes s'y sont déplacées afin de voir la marchandise offerte et bien des articles ont été vendus!

Au plaisir de vous rencontrer et bons vols! ✈️



# ATLANTIQUE (B)

Carl Layden, 44045

Zone Director  
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La plupart d'entre nous connaissons deux saisons principales : construction et pilotage. On compte pourtant au moins deux autres saisons : l'entretien du terrain et les vols d'essai.

Récemment, je jaisais avec les membres de quatre clubs qui sont carrément à l'étape de leur entretien annuel de leur terrain.

## CLUB 4752

Le Club 4752 est relativement petit, avec une piste de 50 pieds par 250 pieds. Les lieux sont méticuleusement entretenus et on peut y faire évoluer de grosses maquettes à hélice. Le club entretient aussi un vieux tracteur à gazon Sears, ce qui représente une avancée comparé à l'ancienne méthode des tondeuses traditionnelles. Les membres perçoivent le tracteur comme étant leur équipement le plus important. Les hivers de Terre-Neuve sont rigoureux sur tout ce qui est laissé à l'extérieur, si bien qu'il y a toujours des réparations printanières à effectuer aux clôtures, stands de démarrage et tables de pique-nique. Tous ces travaux sont menés à bien avant que ne débute la saison de vol.

## ST. JOHN'S RC FLYERS

Un conteneur maritime protège les St. John's RC Flyers des éléments et du froid qui gèle les doigts. Côté terrain, l'accent est placé sur la pelouse. Le paysage est plutôt rude en ce que le sol arable a tendance à disparaître en raison des vents. Grâce à de l'effort manuel, le Club a réussi à aménager sa piste sur des terres de la Couronne. Bien que de la semence de gazon supplémentaire soit nécessaire le printemps, la pelouse semble bien pousser, si bien qu'il est souvent nécessaire de la tondre deux fois par semaine.

## AVON RC FLYERS

Un terrain de vol en pleine contrée vinicole? Oui, et l'emplacement est sensationnel, dans le secteur de Winsor Forks de la Nouvelle-Écosse. Le terrain des Avon RC Fliers est situé en plein cœur de la Bent Ridge Winery.

Les activités printanières du Club



*The St. John's RC Flyers' field is a great flying site carved out of the rugged Newfoundland landscape. / Le terrain de vol des St. John's RC Flyers a été aménagé avec beaucoup d'effort à même le rude paysage de Terre-Neuve.*



*Members of the Aviates RC Flying Club working hard to get field ready. / Des membres de l'Aviates RC Flying Club travaillent ferme afin de préparer leur terrain de vol.*

comprennent le roulement du terrain (pour l'aplanir), organiser les stations de pilotage et installer les stands de démarrage ainsi que la tonte, la tonte et encore la tonte. Le sol fertile est propice aux raisins et à la croissance de la pelouse. Les membres du Club profitent du restaurant des lieux après avoir travaillé ferme toute la journée ou avoir effectué des vols au terrain

## AVIATES RC FLYING

Le terrain de l'Aviates RC Flying Club est situé à Cap-de-Cocagne (Nouveau-Brunswick). C'est une région réputée pour la pêche au homard, ses plages

sablonneuses, une marina et bientôt, son terrain de vol. Il s'agit de l'un des plus jeunes clubs au sein de la zone mais sa piste est aussi bien entretenue qu'un vert de golf.

Le Canada atlantique compte plusieurs terrains de vol et leurs membres respectifs travaillent bien fort afin de les entretenir. Ce portrait que je vous ai dressé ne parlait que de quatre clubs. Si vous vous trouvez non loin ou que vous passez dans le coin lors de vos vacances, communiquez avec eux. C'est une bien belle façon de se faire des amis ou de retrouver ceux de longue date.

*suite à la page 28*

## ATLANTIC (B)

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Zone Director  
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Most of us are familiar with the two main modelling seasons, Building and Flying. There are at least two more seasons... Field Maintenance and Test Flights.

Recently, I was chatting with members of four clubs that are in the middle of their annual field maintenance.

### CLUB 4752

Club 4752 is a relatively small site with a 50' x 250' runway. It is a well-groomed field that easily accommodate large scale prop-driven aircraft. The club maintains an old Sears lawn tractor, but the club has maintained the field using push mowers in the past. The lawn tractor certainly is considered the most important equipment for these folks. Newfoundland winters are harsh on anything left outside, so there is always repairs to fences, starting stands and picnic tables every spring. All this work gets done prior to flying season.

### ST. JOHN'S RC FLYERS

A shipping container provides protection from the elements and sticky fingers for the St. John's RC Flyers. From a field point of view, their primary focus is on growing grass. The landscape at the field is barren and most soil has been blown away. Through a whole lot of manual effort, the Club has carved out a wonderful flying site on Crown land. While extra seeding is needed in the spring, it does seem to grow well, frequently needing a couple of mows per week.

### AVON RC FLYERS

A flying field in wine country? And it's a great site, too, located in the Winsor Forks area of Nova Scotia. The Avon RC Flyers' field is nestled in the heart of the Bent Ridge Winery.

The Club's activities in spring include rolling the field, setting up the pilot stations, aircraft starting stands and mowing and mowing and mowing. The fertile soil grows grapes and grass very well. Club members take advantage of the winery restaurant after a hard day of field work or flying.



Eddy Knox's Westland Lysander; the 5 channel model is powered by an OS65AX. / Le Westland Lysander d'Eddy Knox; cette maquette à cinq voies est mûe par un OS 65AX.



A Laddie Mikulasko designed Northstar in the 'bones' built by SJRCF member Eddy Knox. / Un Northstar – design de Laddie Mikulasko – « tout nu », qu'a construit Eddy Knox, membre du Club SJRCF.

### AVIATES RC FLYING

The Club Aviates RC Flying Club field is located in Cap-de-Cocagne, New Brunswick. This is an area known for its lobster, sandy beaches, a marina, and soon for its RC flying site. The Aviates RC Flying Club is one of the youngest clubs in the zone, but the runway is like a manicured green.

Atlantic Canada has many flying fields, each of the clubs works hard to maintain the sites. This was just four of the sites. If you're nearby or if you vacation in these areas, reach out to the clubs. It's

a great way to make new friends or get reacquainted with old ones.

### NEW PROJECTS

Spring also brings out the new projects from the long winter. Eddy Knox sent me a couple of photos of two new aircraft he plans to fly this year. The first is a Balsa USA Northstar. This popular kit was designed by MAAC Hall of Famer Laddie Mikulasko, known for his unique designs including this great flying seaplane. Eddy's Northstar will be powered by an OS46;

*continued on page 28*



## BRITISH COLUMBIA INTERIOR – YUKON (C)

Mark Betuzzi 26605L

Zone Director  
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In late March of 2023, I was appointed the Director for MAAC's Zone C. I would like to thank the previous Zone director, Cowboy Rowland, for his time and efforts.

I've been an active MAAC RC flyer since 1995 and I belong to the Kamloops Model Airplane Society, where I do most of my flying (<http://www.kmasrc.ca>). Since 2005, I've been the Chairman of MAAC's Radio Spectrum committee.

MAAC is now at a crossroads with the Transport Canada regulations that we must now all follow. With everything that is regulated in our world, I expected that sooner or later, MAAC flyers would be under some sort of government regulations.

It is still fairly easy to enjoy our hobby; you just need to get your basic or advanced RPAS (Remotely piloted aircraft system) licence and go back to enjoying your great hobby of flying radio controlled models.

Your MAAC Executive and Board of Directors are spending countless hours getting flying sites their Site Operating Certificates. They are also in continual

discussions with NAV CANADA and Transport Canada to get some of the restrictions lifted.

In Zone C, as of April 3, 2023, there are 474 members, which is a 4% drop from 2022. There are also 28 active clubs within our zone.

Zone events are slowly being given sanction approval. It's been quite a few years of changes with most flying clubs shut down during COVID-19 and now, with the new regulations for flying RC airplanes, it's been a daunting few years to accept all the changes. ✈

## COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)

Mark Betuzzi 26605L

Directeur de zone  
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Fin mars 2023, on m'a nommé directeur de la zone C. J'aimerais remercier mon prédécesseur, Cowboy Rowland, pour le temps et les efforts qu'il a consacrés à ce poste.

Je suis un pilote de maquettes télécommandés passablement actif depuis 1995 et je suis membre de la Kamloops Model Airplane Society et c'est à ce club que je vole, principalement (<http://www.kmasrc.ca>). Depuis 2005, je préside le Comité du spectre radio du MAAC.

Le MAAC se trouve à la croisée des chemins en rapport avec les règlements

de Transports Canada, des règlements et consignes que nous devons tous observer. Avec la propension à la réglementation dans notre univers, je m'attendais à ce que tôt ou tard, les pilotes du MAAC soient assujettis à une quelconque forme de règlements gouvernementaux.

Il est encore relativement aisé de s'adonner à notre passe-temps; vous devez vous munir de votre permis RPAS (pour systèmes télépilotés) de base ou avancé et retourner au terrain afin de faire voler vos maquettes, puisque c'est encore une magnifique activité.

Votre exécutif et le conseil de direction du MAAC ne comptent pas les heures tandis que ses membres planchent à récupérer le certificat d'opérations de chacun des terrains. Ces personnes

demeurent en contact permanent avec NAV Canada et avec Transports Canada afin de retirer quelques-unes des restrictions.

Au sein de la zone C, au 3 avril 2023, nous comptons 474 membres, une diminution de 4 % par rapport à 2022. Quelque 28 clubs sont actifs au sein de notre zone.

Les événements au sein des zones reçoivent peu à peu l'approbation d'aller de l'avant. Ces dernières années ont été riches en changements de toutes sortes, dont la fermeture des clubs pendant la pandémie de COVID-19 et maintenant, compte tenu des nouveaux règlements pour quiconque veut piloter des maquettes télécommandées. C'était tout un défi de composer avec ces changements. ✈



## MANITOBA / NORTHWESTERN ONTARIO (D)

Randy Hepner - 73393

Zone Director

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Here's a brief update as we are still in recovery mode, and quite literally, all available time is very intentionally spent on either working with clubs to resume modeling activities, or in support of regaining flying freedoms for our members – commonly referred to as “exemption 2.0”. I appreciate Zone D members giving me room to serve other members' needs.

### WHEN LIFE HANDS YOU LEMONS...

About a year ago, one of the flying clubs I belong to, the Saints out of Clandeboye, lost access to their longtime flying field. Another Zone D club, the Winnipeg Radio Control Club voluntarily stepped up and offered a bi-lateral agreement for Saints members to use their site for free until they got things sorted out. That was cool and humbling to see firsthand. No politics – just a group helping another group in need – like MAAC should be.

### FAST FORWARD TO TODAY.

The Interlake Radio Control Model Club has essentially lost access to the Gimli site because of the requirement to have an advanced RPAS certificate; the Saints have offered up their new site for IRCMC members to use.

Again, I couldn't be prouder to be associated with these types of modelers. Good job guys. When life gives you lemons, you make super-charged lemonade. I can't wait to see how that turns out.

### RECOVERY MODE

As I write this, we are truly still in recovery mode. Canada-wide, about 80% of sites are flying again under the CARs rules. The scenario is very dynamic – for example, right now the only type of event we 100% know we can approve are Fun Flies. The subtle variations in other types of events require discussion and interpretations – we must choose wisely where we put the limited resources (ours/ TC and others.)

Do we work towards other flying freedoms or single events like competitions?

Based on my reading of Zone D, I know where our member priorities lie and it's the biggest bang for the most members – which we continue to do for all zones. This will change in time, and we will seek out arrangements for competitions.

I recently stood for election as Vice President and won. This will have no effect on my Zone duties. I campaigned on some very serious premises – which I have expressed in zone communications and at AZMs. I truly want to thank Peter Schaffer and Jeff Esslinger – and I think that every single member should do the same – for what they did for MAAC on the Board of Directors. Who knew a “fun” hobby could be so.... eye-opening, to say the least.

Anyway, hopefully, the next report is more sunshine and happy days. Please hang in there – we are leaving no stones unturned in our pursuit of more normal flying freedoms.

There are no more low-hanging fruit – the rest is hard work. ✨

## MANITOBA / NORD-OUEST DE L'ONTARIO (D)

Randy Hepner - 73393

Directeur de zone

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Voici un bref résumé puisque nous sommes encore en mode récupération et – littéralement – tout notre temps libre est consacré soit à travailler de concert avec les clubs afin que les activités de modélisme puissent reprendre, soit afin de récupérer la liberté de vol pour nos membres – ce qu'on appelle communément l'« exemption 2.0 ». J'apprécie le fait que les membres de la zone D me laissent la marge de manœuvre afin que je puisse voir aux besoins des autres membres.

### LORSQUE LA VIE VOUS LIVRE DES CITRONS...

Voilà environ un an, l'un des clubs dont je suis membre – les Saints de Clandeboye – a perdu l'accès à son terrain de longue date. Un autre club – le Winnipeg Radio Control

Club – a pris l'initiative et offert une entente bilatérale pour que les membres du Club Saints puissent utiliser gratuitement ses installations jusqu'à ce que la situation soit réglée. C'était cool et humble à la fois d'être témoin de ce geste. Pas de politique – tout juste un groupe voulant aider à un autre – ce que le MAAC devrait être en premier lieu.

### ACCÉLÉRATION JUSQU'À AUJOURD'HUI.

L'Interlake Radio Control Model Club a essentiellement perdu l'accès au terrain de Gimli en raison de la nouvelle exigence du certificat « RPAS » avancé; les Saints ont offert leur nouveau terrain de vol aux membres de l'IRCMC.

Une fois de plus, je ne pourrais être plus fier d'être associé à des modélistes de cet acabit. Beau travail, les gars. Lorsque la vie vous assène des citrons – c'est une expression anglaise consacrée – vous pressez de la super-limonade. J'ai hâte de

voir la suite.

### MODE CONVALESCENCE

Au moment d'écrire ces lignes, nous nous trouvons véritablement en mode convalescence (ou récupération). À l'échelle du Canada, environ 80 % des terrains ont repris leurs opérations sous l'égide de la réglementation du Règlement de l'aviation canadien (le RAC). Le scénario est très dynamique – par exemple, à l'heure actuelle, le seul type d'évènement que nous pouvons approuver, ce sont les Fun-flies. Les variations plutôt subtiles des autres types d'évènement nécessitent de la discussion et des interprétations – nous devons choisir judicieusement où investir nos ressources limitées (les nôtres, celles de Transports Canada et celles des autres).

Devons-nous concentrer le travail vers d'autres libertés de vol ou vers des évènements à titre individuel comme des concours? Selon les opinions que j'ai

*suite à la page 28*

## NORD ONTARIO (F)

**Craig Knight - 9467L**

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Cette chronique portera sur les divers projets d'implication communautaire de la part des clubs afin de faire la promotion du passe-temps et de sensibilisation de la communauté. Cela rehausse l'image de club et accroît la sensibilisation de la communauté aux contributions que peut faire un club de maquettes.

### NORTH SHORE

La dépêche suivante nous vient de Rob Tanguay à Elliot Lake :

« Les North Shore R/C Modellers ont participé à un évènement de promotion et les membres Ches Humby, Eric Goodyear et Rob Tanguay (moi) y ont participé. La Ville d'Elliot Lake commanditait cet évènement qui mettait en vedette des organismes communautaires (adeptes de trains et avions miniatures, des adeptes de VTT, des trappeurs, de la chasse et pêche, du tricot, etc.).

« Notre club comptait des invités de marque en provenance de Sault-Sainte-Marie : le directeur de zone Craig Knight et le secrétaire du Club de l'endroit, Rino Zorzi. Plusieurs personnes parmi le public ont manifesté de l'intérêt pour notre passe-temps et avec un peu de chance, nous aurons recruté quelques nouveaux membres. Je remercie vivement les personnes qui se sont rendues à l'évènement. Un merci particulier à monsieur Knight de s'être déplacé! »

### SOO MODELLERS

Rino Zorzi, de Sault-Sainte-Marie, fait état du travail de son club auprès du Centre des avions de brousse :

« Le Club Soo Modellers R/C Airplane Club appuie le Canadian Bushplane Heritage Centre en participant aux journées thématiques de l'avion de brousse (Bushplane Days) et à la Journée familiale annuelle de cette institution. Cette année marque le 100e anniversaire de création de l'Ontario Provincial Air Service.

« Les membres du Club offriront bénévolement de leur temps afin de travailler à la restauration du KR-34. Cet avion a été le premier appareil – de cinq



*Rino and Vanessa helping some youngsters on the RC flight simulators during Bushplane Days. / Rino et Vanessa aident des jeunes qui essaient des simulateurs de vol télécommandé, lors des Bushplane Days.*



*The Soo Modellers' annual display at the Bushplane Museum, featuring Terry Mortimore's CL415. / L'exposition annuelle des Soo Modellers au Musée des avions de brousse avec en vedette, le CL-415 de Terry Mortimore.*

– qu'a utilisé le Service afin de larguer de l'eau sur les incendies. Environ cinq bénévoles consacreront environ 200 heures au projet.

« De plus, les Soo Modellers installeront un stand interactif lors des Bushplane Days, principal évènement du 100e anniversaire. Cela aura lieu les 16 et 17 septembre.

« Le musée vaut certainement une visite

si vous passez à Sault-Sainte-Marie, cette année. »

### RÉOUVERTURE DE CLUBS

Il me fait plaisir de vous rapporter que tous les clubs – à l'exception d'un seul – ont repris leurs opérations. Le Club du Sault, compte tenu qu'il se trouve dans de l'espace aérien contrôlé, attend patiemment que le

*suite à la page 28*



# NORTHERN ONTARIO (F)

**Craig Knight - 9467L**

Zone Director

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This article will focus on the various community involvement projects that clubs are undertaking to promote the hobby and raise awareness in their communities. Getting involved in the community raises the image of the club and increases the community's awareness of the club's contributions.

## NORTH SHORE

From Rob Tanguay, in Elliot Lake, we have the following:

The North Shore R/C modellers participated in a club promotion event where club members Ches Humby, Eric Goodyear and Rob Tanguay attended. The event was sponsored by the city of Elliot Lake and showcased many community organizations, from model trains and airplanes to off-road vehicles, fur harvesting, hunting and fishing, quilting and such.

Our club had some special guests show up from Sault Ste. Marie, MAAC zone director Craig Knight and club secretary, Rino Zorzi. Many members of the public were interested in our hobby and with any luck a few new members will come forth from the event. I want to give a big thank you to all who attended, Special thanks to Northern Ontario MAAC zone director Craig Knight for making the trip!

## SOO MODELLERS

Rino Zorzi of the Sault reports on the Sault Club's work with the Bushplane Museum:

The Soo Modellers R/C Airplane Club supports the Canadian Bushplane Heritage Centre by participating in the centre's Bushplane Days and the annual Family Day events. This year marks the celebration of the 100th anniversary of the Ontario Provincial Air Service.

Soo Modellers' members will be volunteering their time to work on the restoration of the KR-34. This aircraft was the first aircraft used by the Ontario Provincial Air Service in waterbombing. Approximately five volunteers will donate approximately 200 hours of their time towards this project.



*Rino Zorzi explaining the finer points of construction to a member of the public. Rino Zorzi explique les étapes de construction à une personne.*



*Members of the North Shore RC Modellers with some of their models at the Elliot Lake community awareness days. / Des membres des North Shore RC Modellers et quelques-unes de leurs maquettes, lors des journées de sensibilisation communautaire d'Elliot Lake.*

In addition, the Soo Modeller's will set up an interactive booth at Bushplane Days, the main celebratory event for the upcoming 100th anniversary. The event happens September 16th, 17th.

The museum is definitely worth a visit if travelling through Sault Ste. Marie this year.

## CLUBS REOPENING

I am happy to report that all but one club in the zone are back in full operation. The Sault club, due to it being in controlled airspace, is waiting patiently for MAAC, NAV CANADA and Transport Canada to come together on an agreement. As of this writing, the Sault club has found an alternate site and is in negotiations with the city over the available times. ✨



## VALLEE DE L'OUTAOUIS (G)



Elckar Monsalve's L-59 in flight. / Le L-59 d'Elckar Monsalve en vol.

Photo by David Hart / CapturedFromTheHart.com

### Jeff Nidd- 75693

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### L'ÉQUIPE DE PILOTES DE JETS AFFRONTÉ LES MEILLEURS AU TOP GUN

L'équipe d'Ottawa Valley Jet s'est récemment déplacé en Floride afin de livrer combat lors du 34e rassemblement Top Gun Invitational (du 26 au 30 avril 2023). Bien que cette délégation soit petite, cette équipe s'est mesurée à plusieurs des meilleurs pilotes du monde et a impressionné bien du monde.

Deux membres de l'équipe OVJ, Elckar Monsalves et Christopher Simon, ont piloté leur L-59 et Viper, respectivement. Ces deux pilotes n'ont pas déçu les spectateurs.

Le Top Gun Invitational, c'est un événement prestigieux qui attire les amateurs d'aviation réduite de tous les coins du globe. C'est une vitrine, si l'on veut, pour pilotes doués et la compétition est féroce. L'équipe OVJ s'est mesurée à des adversaires redoutables mais ses deux représentants ont tenu leur bout et ont prouvé que les pilotes canadiens ont l'étoffe de concurrents de calibre relevé.

Elckar Monsalves et Christopher Simon ont fait la démonstration de leurs aptitudes et expérience et ont su émerveiller la foule grâce à leurs manœuvres et à leur



Christopher Simon prepares his Viper for flight. / Christopher Simon prépare son Viper pour son prochain vol.

Photo by David Hart / CapturedFromTheHart.com

vol précis. Ils ont piloté avec confiance et aplomb, ce qui leur a valu le respect et l'admiration de leurs collègues et des spectateurs.

Bien que seuls deux membres de l'OVJ se soient rendus au rassemblement cette année, il est clair qu'ils ont élevé la barre pour leurs coéquipiers. L'équipe de l'OVJ est un groupe tissé serré de pilotes enthousiastes qui partagent la passion du vol et une volonté de repousser leurs limites. Ils se sont engagés sur la voie de l'excellence et à fièrement représenter le Canada sur la scène mondiale.

Pour conclure, la performance de l'équipe d'Ottawa Valley Jet au Top Gun Invitational était tout simplement impressionnante. Elckar Monsalves a ravi la première place au classement général tandis que Christopher Simon (âgé de 9 ans) a remporté le prix Young Guns et a terminé au 14e rang. Tous deux ont représenté le Canada avec adresse et grâce et ont fait toute une impression à ceux et celles qui ont été témoins de leur prestation.

Nous avons peine à imaginer ce que nous réserve l'équipe OVJ à l'avenir! ✈

## OTTAWA VALLEY (G)



Christopher Simon's Viper in flight. / Le Viper de Christopher Simon en vol.

Photo by David Hart / CapturedFromTheHart.com

### Jeff Nidd - 75693

Zone Director

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### OTTAWA VALLEY JET TEAM TAKES ON THE BEST AT TOP GUN INVITATIONAL

The Ottawa Valley Jet team recently traveled to sunny Florida to compete in the 34th Anniversary Top Gun Invitational from April 26th to April 30th, 2023. Despite being a relatively small team, the OVJ crew went head-to-head with some of the world's most skilled pilots and left a lasting impression.

Two members of the OVJ team, Elckar Monsalve and Christopher Simon, competed in the event, piloting their L-59 and Viper planes, respectively. Both pilots put their skills to the test against the best of the best, and they did not disappoint.

The Top Gun Invitational is a prestigious event that draws aviation enthusiasts from around the world. It's a showcase of the most talented pilots, and competition is fierce. The OVJ team was up against some incredible competition, but they held their own and proved that Canadian pilots have what it takes to compete at the highest level.

Elckar Monsalve and Christopher Simon showcased their skills and experience, dazzling the crowd with their impressive manoeuvres and precision flying. They



Christopher Simon impressed everyone with his flying skills. / Christopher Simon a impressionné tout le monde par son aptitude au pilotage.

Photo by David Hart / CapturedFromTheHart.com

flew with confidence and poise, earning the respect and admiration of their fellow competitors and spectators alike.

While only two members of the OVJ team competed this year, it's clear that they have set the bar high for their teammates. The OVJ crew is a tight-knit group of aviation enthusiasts who share a passion for flying and a desire to push themselves to new heights. They are committed to excellence and dedicated to representing Canada proudly on the world stage.

In conclusion, the Ottawa Valley Jet



Elckar Monsalve and Christopher Simon show off their Top Gun trophies. / Elckar Monsalve et Christopher Simon exhibent leur trophée respectif du Top Gun.

team's performance at the Top Gun Invitational was nothing short of impressive. Elckar Monsalve took 1st place overall and 9-year-old Christopher Simon took home the Young Guns award and an overall 14th place finish. They represented Canada with skill and grace, and they left a lasting impression on all who witnessed their flying prowess.

We can't wait to see what the OVJ crew has in store for us in the future! ✨







## ST. LAWRENCE (J) / QUEBEC (I)

**Alain Carpentier, 93833**

Zone Director

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Here we are already in June, the snow has melted, our aircraft are ready to take to the air. It looks like summer has arrived!

Unfortunately, our colleague Dale Patry had to leave his position as Québec Zone Director for personal reasons. However, I can tell you that Dale, although not very talkative, has represented his members and clubs well. When Dale speaks, believe me, we listen. We must respect his decision, even if it's a great loss for all of us to no longer have him to represent us. Thank you for your time and energy, Dale.

Since there has not yet been a replacement director appointed for the Quebec Zone, President Mike Anderson has asked me to keep an eye on the emails for Zone I and to work with the members

in the interim. For the time being, I am still the Québec Zone Director and I continue to represent the MAAC Board of Directors throughout Zone I. Now, I am trying to meet with each Assistant Zone Director to prepare a plan to be presented at the MAAC Annual General Meeting, next June.

Throughout the province, in addition to sites in the control zone, re-authorizations are progressing well. I know it will never be fast enough, but still.

You must be careful with the numbers because some clubs have several flying sites and others have none.

Zone I has 20 active clubs. You must see the map to appreciate its geographical extent.

11 lots are re-authorized to fly with basic certificate.

1 field is allowed to fly with the advanced certificate.

11 fields are in process. My attention will

be on these fields for the next few weeks.

Zone J has 30 clubs:

24 fields are re-authorized

4 clubs are in control zone

2 are in the process of being authorized

### LACHENAIE'S CLUB MARS BACK IN L'ASSOMPTION

After a few years of inactivity and surely one of the oldest clubs in the Saint-Laurent zone, the Club MARS will resume its activities on a brand-new field located in L'Assomption (in the Lanaudière region) during the summer of 2023.

You can follow this club through its WEB page. [www.clubmars.org/](http://www.clubmars.org/)

In closing, even if our aircraft – in the eyes of many – are only toys, they can be too aggressively flown, on occasion. Please be careful!

Well, I'll leave you here. I have batteries to recharge if I want to go flying! ✈

## ST. LAURENT (J) / QUÉBEC (I)

**Alain Carpentier, 93833**

Directeur de zone

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Nous voilà déjà en juin, la neige a fondu, nos aéronefs sont prêts à prendre l'air. On dirait bien que la belle saison est arrivée!

Malheureusement, notre collègue Dale Patry a dû quitter ses fonctions de directeur de la zone (I) Québec, pour des raisons personnelles. Cependant, je peux vous dire que Dale, bien que peu bavard, a su bien représenter ses membres et ses clubs. Lorsque Dale parle, croyez-moi, on l'écoute. Nous devons respecter sa décision, même si c'est une grande perte pour nous tous de ne plus l'avoir pour nous représenter. Merci pour ton temps et énergie, Dale.

Puisqu'aucun directeur de zone n'a encore été nommé pour la zone Québec, le président Mike Anderson m'a demandé de surveiller les courriels émanant de cette zone et de travailler -- par intérim -- avec ses membres. Pour le moment,

je suis toujours directeur de la Zone J, et je continue de représenter le conseil de direction du MAAC à travers la zone (I) Québec. En ce moment, je tente de rencontrer chaque assistant directeur de la zone afin de préparer un plan à présenter à l'Assemblée générale annuelle (A.G.A.) du MAAC en juin prochain.

Sur tout le territoire de la province, outre les sites en zone de contrôle, les réautorizations avancent bien. Je sais que ce ne sera jamais assez vite, mais quand même.

Il faut faire attention au décompte, car certains clubs possèdent plusieurs sites de vols et d'autres n'en ont aucun.

La zone compte 20 clubs actif. Il faut voir la carte pour en apprécier l'étendue géographique.

11 terrains sont réautorisés à voler avec certificat de base

1 terrain est autorisé à voler avec certificat avancé

11 terrains sont en processus. Mon attention se portera sur ces terrains pour

les prochaines semaines.

La zone J compte 30 clubs :

24 terrains sont réautorisés

4 clubs sont en zone de contrôle

2 sont en processus d'autorisation

### LE CLUB MARS DE LACHENAIE, DE RETOUR À L'ASSOMPTION

Après quelques années d'inactivité pour cet emblème et sûrement un des plus anciens clubs de de la Zone Saint-Laurent, Le Club MARS reprendra ses activités sur un tout nouveau terrain situé à l'Assomption (dans Lanaudière) au courant de l'été 2023.

Vous pouvez le suivre via sa page WEB. [www.clubmars.org/](http://www.clubmars.org/)

En terminant, même si nos aéronefs (aux yeux de plusieurs) ne sont que des jouets, ils peuvent être agressif à l'occasion. De grâce, soyez prudent!

Bon, je vous laisse ici. J'ai des batteries à recharger si je veux aller voler! ✈

Grant Robinson - 26561

Directeur de zone

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## « BROWN-OUT » OU PERTE DE SIGNAL? TELLE EST LA QUESTION.

Il nous arrive de vivre une brève perte de contrôle de nos maquettes en vol, ce qui nous fait suer passablement pendant quelques secondes avant que ne reprenne convenablement le contrôle.

Une fois la poussière retombée, on entendra souvent le pilote s'exclamer : « J'ai vécu un 'brown-out' ! Est-ce une raison légitime? Peut-être, peut-être pas. Laissez-moi vous expliquer.

Une véritable situation de « brown-out », c'est une perte de contrôle au moment où le voltage du récepteur faiblit en raison de tous les fils à bord de votre maquette, de batteries embarquées en mauvais état, d'un appel (consommation) de courant excessif, voire même de cet interrupteur que vous avez obtenu à rabais sur eBay.

Bien qu'il soit normal que le voltage fluctue au cours d'un vol, s'il baisse trop, c'est alors que le mélodrame commence.

Pensez à un « brown-out » autrement : imaginez que vous vous mettiez en devoir de brancher le four à micro-ondes et la friteuse à air en même, ce qui déclenchera un fusible dans votre panneau. C'est ennuyant, mais ça se règle facilement.

Alors, quelle est la différence entre une situation de « brown-out » et une perte de signal?

Une perte de signal est, eh bien, une perte de signal. On perd le signal vers la maquette en raison d'interférence radio légitime, un fil d'antenne sectionné, un mauvais récepteur ou même d'un mauvais émetteur. Pensez-y de la façon suivante : vous perdez le signal de votre soucoupe de satellite pendant un orage et alors, l'image dans votre écran de télévision fige ou encore, votre écran ne montre plus rien.

Ce qu'il importe de se souvenir, c'est qu'un « brown-out » est imputable à une mauvaise installation ou au mauvais entretien de votre équipement radio – la cause la plus répandue – mais c'est ce qu'on peut mieux prévenir.

Un truc rapido-presto : assurez-vous que votre maquette réagira au mode antidéfaillance (FailSafe), si elle perdait son

signal (Vous vous en servez, n'est-ce pas?) Je ne vous recommande pas de procéder à ce test en vol mais plutôt au sol alors qu'un.e aide retient votre appareil. Assurez-vous que la fonction des gaz tombe à zéro et que les gouvernes se placent de façon à ce que la maquette descende vers le sol, soit rapidement, soit décrivant des cercles.

D'une façon ou l'autre, lorsqu'une perte de signal survient, l'avion descend et une fonction FailSafe correctement actionnée améliorera les chances d'une récupération de votre maquette.

## L'HISTOIRE DES SYSTÈMES RC, PARTIE 2

Après l'avènement des systèmes à voie unique, plusieurs ont songé à passer à l'étape du contrôle multivoies. Quelqu'un a tenté d'embarquer quatre récepteurs différents à bord de maquettes motorisées mais cette idée n'était pas pratique en raison de problèmes de relais défectueux, de par la vibration du moteur.

Après avoir examiné la situation, il convenait d'éliminer le relais et de réduire le poids du récepteur. C'est alors qu'a été conçu un système de lames accordées (tuned reeds). Cela fonctionnait très bien, en autant qu'un bon oscillateur audio lui offrait un ton très pur. Ceci dit, certaines histoires circulent, voulant que des camions qui passaient sur une autoroute non loin ont fait écraser ces maquettes au système expérimental parce que leurs pneus créaient la même fréquence que les lames en question.

Des avancées ont été réalisées en 1962. La société Airborne Control Labs a dévoilé son système proportionnel, en avril, qui incorporait récepteur et servos en une seule unité, la « brique » dont vous avez peut-être entendu parler. La même année, Klinetronics a lancé le premier système proportionnel à quatre manettes, l'Astroguide.

En 1965, la FCC américaine a autorisé cinq fréquences sur la bande des 72 MHz (avec espacement de 80 kHz). En 1966, l'entreprise Proportional Control Systems (PCS) a mis au point un système proportionnel comportant des servos et des batteries et le monde des maquettes télécommandées n'a plus jamais été le même par la suite. En 1968, Phil Kraft a présenté son système de série Gold Medal.

Vers la même époque, quelqu'un a développé un amplificateur de servo qui réduisait le nombre de fils de servo à trois (au lieu de six). Et en 1969, les récepteurs de modulation de fréquence et de modulation pulsation-code-modulation ont été introduits sur le marché.

En mars 1975, Orbit Electronics a dévoilé la « super radio » Elite. Elle comportait un écran LCD. Cette même année, les caractéristiques d'émetteur comprenaient le reversement de la direction des servos, le mouvement ajustable et les dual rates. En 1976, Kraft Systems a présenté le premier système synthétisé de télécommande. Celui-ci permettait à son opérateur de changer de fréquence en utilisant les mêmes émetteur et récepteur. Des circuits électroniques généraient une gamme de fréquences depuis une seule fréquence de référence.

Les premiers systèmes de télécommande émettaient sur la bande AM et plus tard, sur la bande FM. Mon deuxième système était un Kraft à six voies – sur bande AM – et je devais l'envoyer à un atelier, de temps à autre afin de m'assurer qu'il était encore calibré.

En 1982, l'entreprise JR a introduit une amélioration de taille, la radio-ordinateur (sic) (« computer radio »). Dorénavant, un modéliste pouvait nommer une maquette et incorporer divers paramètres comme la direction à inculquer aux servos, leur renversement de mouvement, les limites du débattement servo et les dual rates. Il était aussi possible de faire du mixage des contrôles et de lui inculquer de l'exponentiel afin de personnaliser la maquette selon les goûts – et l'aptitude – de son pilote.

En 2004, l'entreprise Spektrum a lancé la technologie à spectre étalé (spread spectrum) sur 2.4 GHz. En 2011, Futaba est allée une étape plus loin en présentant sa Futaba Advanced Spread Spectrum Technology (FASST). L'année d'ensuite, Futaba a présenté le protocole S.Bus à l'aide d'un câble à signal unique afin de contrôler de multiples servos.

Les améliorations se sont poursuivies de part et d'autre, si bien qu'aujourd'hui, nous bénéficions de plusieurs protocoles à partir desquels choisir : CRSF, SBUS, DSHOT, ACCST, PPM ou encore PWM, pour ne

*suite à la page 28*



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## **BROWN-OUT OR LOSS OF SIGNAL? THAT IS THE QUESTION.**

Occasionally in our hobby, we experience a brief loss of control of our planes in flight, leading to a really uncomfortable few seconds before the controls come back.

When the dust settles you will often hear the pilot exclaim "I had a brown-out!" Is this a legit reason? Maybe, maybe not. Let me explain.

A true "brown-out" is a loss of control caused by the receiver voltage sagging due to the rat's nest of wires in your plane, old and poorly maintained receiver batteries, excessive current draw, or that cheap once-in-a-lifetime deal on a switch you got from eBay.

While it is normal for voltage to fluctuate up and down during flight, when it gets too low, that's when the drama begins.

Another way to think of a brown-out is, imagine the microwave and an air fryer, plugged into the same outlet, going at the same time, leading to the circuit breaker blowing. Annoying, but easily remedied.

So, what is the difference between a brown-out and loss of signal?

A loss of signal is, well, a loss of signal. Signal is lost due to legit radio interference, a broken antenna wire, a bad receiver, or even a bad radio. Think of it like this: Signal loss on your satellite dish during a thunderstorm when the picture suddenly freezes or the picture goes blank.

The important thing to remember here, is, a brown-out is due to a poor installation or maintenance of you radio equipment, which is the most common cause, but is also the most preventable.

Quick tip. Be sure to test out how your plane will react in FailSafe mode, should it lose signal. (You are using it, right?) I do not recommend doing this test while in flight, but on the ground with a helper holding your plane securely. Check to make sure the throttle goes to zero and that controls allow the plane to descend to the ground, either rapidly or in a slow circle.

Either way, when a loss of signal occurs,

the plane is coming down, and a properly set FailSafe gives you some say in how that happens.

## **HISTORY OF R/C CONTROL SYSTEMS, PART 2**

After the single-channel systems were developed, next came the idea of multi-channel operation. Four different receivers were tried in a powered aircraft but the idea proved impractical due to problems with the relays operating properly when set to account for the vibration of the motor.

After taking stock of the situation, it was decided there must be some other way which would eliminate the relay and reduce the weight of the receiver. A tuned reed system was developed. It worked very well, as long as it was fed a pure tone from a good audio oscillator. That said, there are a few stories about trucks passing by on a highway causing a plane to crash because the tires would sometimes create the same frequency as the reeds.

Some significant advances in RC came in 1962. Airborne Control Labs introduced its pioneering feedback proportional system in April 1962, including incorporating the receiver and servos into an airborne "brick." 1962 also saw the first commercially produced four-stick proportional radio, the Astroguide, by Klinetronics.

In 1965 the FCC granted five frequencies on 72 MHz band with 80 kHz spacing. In 1966, Proportional Control Systems (PCS) developed a complete proportional system with servos and batteries that shook the RC world. In 1968, Phill Kraft introduced his Gold Medal series proportional system.

A servo amplifier was developed about the same time that reduced the servo wires from six to three. And in 1969, frequency-modulation and pulse-code-modulation receivers were introduced.

In March 1975, Orbit Electronics displayed the Elite "super radio". It had an LCD display panel. That same year, transmitter features included servo reversing, adjustable travel, and dual rates. In 1976, Kraft Systems introduced the first synthesized RC system. This radio system allowed the operator to change frequencies using the same transmitter and receiver. It had electronic circuits that generated a range

of frequencies from a single reference frequency.

Early R/C systems transmitted on the AM band, and later on the FM band. My second radio, was a Kraft 6-channel, and was on the AM band, which had to be sent out to be serviced every so often to make sure it was still 'in tune.'

JR Radio systems, in 1982, introduced a major improvement to radio systems with its first computer radio. It started with being able to name an airplane, then setting various parameters such as servo direction, reversing, servo travel limits and dual rates. Mixing of various controls and exponential was available to customize the plane for each pilot's liking and skills.

In 2004, spread spectrum technology was introduced by Spektrum and operated on 2.4 GHz technology. In 2011, Futaba upped the game by introducing Futaba Advanced Spread Spectrum Technology (FASST). The next year, Futaba introduced S.Bus protocol using one signal cable to control multiple servos.

Improvements have continued and we now have several different protocols to choose from: CRSF, SBUS, DSHOT, ACCST, PPM, PWM just to name a few.

Different manufacturers have entered the market with even greater technology and improvements to our beloved radios and hobby. The ability to add onboard sensors, for airspeed, altitude, battery voltages etc., have all come along. Self-righting 'SAFE' modes and return-to-field functions, all making it a very exciting time to be a model aircraft pilot.

I am quite certain I have missed a few points in time, but this should hopefully give you an idea of where our hobby has come from. It is worth doing an internet search for some of the early examples of what radio control systems looked like, back when they were being developed.

They were large cumbersome things being set up in a field, along with a stationary antenna, only to hopefully gain basic control of a model airplane. And to think, you have trouble loading a couple of planes into your car to go flying. Try almost needing a truck just to carry the radio, never mind an airplane. ✨

## SUD-EST DE L'ONTARIO (L)

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### VENTE-ÉCHANGE DE HUMBER

Le Club Humber Valley RC Club se situe à l'intérieur d'un espace aérien de catégorie « C » et bien que ses membres espèrent récupérer une portion de la saison de vol 2023, son président Zoltan Pittner, l'ancien président Tom Gottlieb et l'exécutif ont décidé de présenter leur deuxième vente-échange annuelle (gratuite) afin de maintenir la cohésion au sein du Club.

En organisant des événements ne faisant pas appel au vol, en entretenant leur terrain, cela montre l'engagement de ses leaders, non seulement envers leurs membres mais aussi envers le MAAC. Un ciel bleu et une météo carrément estivale, telle était la toile de fond à l'arrivée des participants. Même à compter de l'ouverture à 10 heures, plusieurs membres étaient déjà en train de scruter la marchandise (kits, maquettes complétées, roues, hélices, skis, chargeurs, trousse de vol et bien d'autres articles).

Un tirage a aussi été organisé. Après deux heures d'emplètes de toutes sortes, après avoir examiné les aubaines et avoir rencontré des amis, tout le monde a fait la file afin de déguster des mets au barbecue. Même en ces temps incertains, c'était très agréable de constater que les membres de notre association vivaient selon l'esprit de corps de notre passe-temps.

### LE CLUB DE VOL INTÉRIEUR DE MARKHAM

Une autre saison vient de se terminer pour nos adeptes du vol intérieur. J'ai rendu visite au Club de Markham à l'occasion de sa dernière séance de vol, au gymnase de la Bill Crothers Secondary School. Son président John Marett est un véritable pilier de la communauté du vol intérieur depuis des décennies.

Il m'a fait plaisir d'effectuer des vols au sein du groupe au cours des années 1980 et j'étais bien content de revoir les membres. ✨



Garry Hunter preparing for a flight with his M-Brio. / Garry Hunter prépare son M-Brio pour une séance de vol.



John Marett with his B-8. / John Marett et son B-8.



Bob Fisher with his BF-109. / Bob Fisher et son BF-109.



Barry Fletcher with his Fairchild. / Barry Fletcher et son Fairchild.



# SOUTHEASTERN ONTARIO (K)

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## HUMBER SWAP MEET

The Humber Valley RC Club is located in Class "C" airspace, and while their members are still hopping to salvage part of the 2023 flying season, President Zoltan Pittner, Past President Tom Gottlieb and the executive decided to host their second annual free swap meet to maintain cohesion within the club.

By organizing non-flying events, keeping and maintaining their field, it demonstrates the club leadership's commitment, not just to their members but to MAAC. Blue sky and summer weather welcomed all the participants. By the opening at 10:00 a.m., a large number of modellers started to look at and purchase the available good quality items of kits, complete models, wheels, props, skis, chargers, flight boxes and many more.

There was also a raffle held for some giveaways. After two hours of shopping, satisfying their modeling appetite and socializing, all the people started to line up for a delicious and complementary BBQ. Even in these difficult times, it was a real pleasure seeing that members of our association demonstrated the true spirit of the sport.

## MARKHAM INDOOR

Another season ended for our Indoor Flyers. I visited the Markham Club for its last flying session in the Bill Crothers Secondary School gym. President John Marett has been a major pillar for the indoor flyer community for decades.

I had the pleasure of flying with the group in the eighties and it was nice seeing them again. ✈

*Clockwise from Top:*

*Deals were made during the Humber Valley Swap meet. / Deals de bons marchés ont été conclus au cours de la vente-échange du Club de Humber Valley.*

*Gord Spasojevic working his magic at the BBQ. / Gord Spasojevic a fait des prouesses au barbecue.*

*Bob Bader with his lovely wife Rene and a table of goods. / Bob Bader et sa femme Rene, avec une table remplie de produits.*

*Tom Gottlieb welcoming members and visitors to the swap meet. / Tom Gottlieb souhaite la bienvenue aux membres et aux visiteurs qui arrivent à la vente-échange.*



## SUD-OUEST ONTARIO (M)

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### LES DOSSIERS « U »

Soumis par Dennis Pybus

« Non, non, je ne parle pas du logiciel tant redouté U-File afin de remplir sa déclaration d'impôt auprès de l'Agence canadienne du revenu. Les dossiers dont je parle, c'est au sujet de l'innovateur résidant au sein du Club de Woodstock (Ontario), Ulf Bergquist et des designs qu'il met au point constamment.

« Difficile de croire qu'en juillet, cinq années se seront écoulées depuis les débuts du F-22, version 1.0 d'Ulf, en carton-mousse (foamboard). Il s'agissait de la première tentative du modéliste à la conception d'un foamy et son premier essai de création du logiciel à greffer à sa machine à découpage CNC, ce qui faciliterait l'assemblage. Des douzaines d'exemplaires de cette maquette ont pris la voie des airs et plusieurs des appareils originaux volent encore, aujourd'hui.

« Le prochain design était le Warwing, de configuration delta. Ulf a eu recours à un nouveau système d'assemblage de coches et de languettes en « S », ce qui facilitait l'alignement des pièces de mousse. Le Warwing est devenu une autre histoire à succès, ce qui a conduit au développement du F-22.

« Le F-22, version 2.0 utilisait le même système de languettes et de fentes. De plus, des rallonges de bord d'attaque augmentaient la surface alaire et ainsi, la portance, en plus de solidifier le nez de la maquette.

« Comme Ulf a fait l'acquisition d'une imprimante 3D, avant trop longtemps, il a produit une version 2.1, cette fois avec train d'atterrissage qui absorbait les chocs.

« Un nouveau matériau de construction (du carton-mousse de magasin à rabais Dollar Store) a mené à la version 0.7 d'un F-22 à l'échelle 70 % qui incorporait toutes les améliorations et de la double propulsion asymétrique. La manoeuvrabilité de cette plus petite version a mené à l'introduction du F-22, version 3.0, le bimoteur. Entre les bonnes mains, cet appareil semble défier la gravité.

« Des variantes du F-22 incluent des



flotteurs et des skis produits en 3D, histoire d'étendre la plage de plaisir.

« Puisqu'il vient de la Suède, il est peu surprenant qu'Ulf nourrisse beaucoup d'intérêt pour les avions de ce pays, en particulier les jets. Carton-mousse à la rescousse une fois de plus, Ulf a créé un J-35

Draken de type ducted fan, un J-37 Viggen bimoteur à hélices ainsi qu'un J-39 Gripen. Tous ces designs ont volé avec succès grâce au pilotage d'Ulf et de plusieurs autres personnes.

« Dernièrement, Ulf a produit des

*suite à la page 27*



## SOUTH-WEST ONTARIO (M)

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### THE U - FILES

Submitted by Dennis Pybus

"No, not the dreaded CRA tax filing software. The U-files I'm talking about are about the Woodstock Club's resident innovator, Ulf Bergquist and his continuous developments.

"It's hard to believe that in July, five years will have passed since Ulf's foamboard F-22 v1.0 made its debut. This was his first attempt at designing a foamy and the first attempt at creating the software to run the CNC machine that makes assembly so much easier. Dozens of this model have been flown, with many of the original ten examples or so still flying today.

"Next off the drawing board came the Warwing, a delta design. With this model, Ulf introduced an "S" shaped interlocking tab and slot system that guaranteed correct alignment of all the foam parts. The Warwing was another success story and led to further development of the F-22.

"The F-22 v2.0 utilized the tab and slot alignment system simplifying assembly. In addition, larger leading edge extensions increased surface area and lift and greatly added strength to the nose of the aircraft.

"Since Ulf has acquired a 3D printer, it wasn't long before v2.1 came with printed spring-loaded landing gear.

"A change in construction material led to F-22 v0.7, a 70%-sized dollar store foamboard version that incorporated all of the construction improvements and introduced asymmetrical twin motor



propulsion. The manoeuvrability of this smaller version led to the introduction of F-22 v3.0, the F-22 twin. In the right hands, this model can appear to defy gravity.

"Sub-variants include floats and 3D-printed skis for all-purpose flying enjoyment.

"Hailing from his native Sweden, it's not surprising that Ulf has a deep interest in Swedish aircraft, in particular jet powered designs. Foamboard has been used again to create a ducted fan J-35 Draken, twin prop J-37 Viggen and J-39 Gripen. All have flown very successfully in the hands of Ulf and others.

"Lately, Ulf has produced some 3D-printed models designed by others,

such as a successful WWII Spitfire and a Draken that needed a little intervention to fly correctly.

"With his growing experience with 3D printing and 3D modeling CAD CAM software, Ulf has taken to designing his own ducted fan 3D-printed Viggen II incorporating elevators located on the fore-planes (canards) and flaperons on the main wing. The test flight is looked forward to with keen anticipation by fellow WRCFC members.

"By the time this article appears in Model Aviation Canada, the test flight has hopefully occurred. It would not be a total surprise if there is also an F-22 v4.0!" ✈

### *Sud-ouest ontario (M) suite de la page 26*

maquettes en 3D que d'autres personnes ont conçues, comme un Spitfire de la Seconde Guerre mondiale et un Draken qui a nécessité quelques réglages.

« Puisqu'il a gagné en expérience en matière d'impression et de modélisation 3D à l'aide des logiciels CAD CAM, Ulf a entrepris de concevoir son propre Viggen II de type ducted fan en 3D qui incorpore les gouvernes de profondeur en formule canard et des flapperons aux ailes. Bien des collègues du Club WRCFC attendent avec trépidation le vol d'essai.

« Au moment où vous lirez ces lignes dans les pages de Model Aviation Canada, le vol d'essai aura probablement eu lieu. On ne saurait être surpris de voir apparaître une version 4.0 du F-22! » ✈

*Manitoba (D)*

*suite de la page 15*

récoltées au sein de la zone D, je connais les priorités de nos membres et il s'agit de me concentrer sur les bienfaits au plus grand nombre de membres – ce que nous poursuivons au sein de toutes les zones. Cela changera avec le temps et nous procéderons aux arrangements en prévision de disputer des concours.

J'ai récemment offert ma candidature à titre de vice-président du MAAC et je l'ai emporté. Cela n'affectera en rien mes fonctions de directeur de zone. J'ai fait campagne sur des sujets très sérieux – ce que j'ai exprimé lors des communications au sein de la zone et lors des assemblées de zone. Je remercie sincèrement Peter Schaffer et Jeff Esslinger – et je crois que tous les membres devraient en faire de même – du travail qu'ils ont abattu auprès du MAAC et de son conseil de direction. Qui aurait pu croire qu'un passe-temps « agréable »...serait un véritable rappel à la réalité?

Quoi qu'il en soit, avec un peu de chance, ma prochaine chronique sera un peu plus enjouée. Tenez bon – on n'épargne aucun effort afin de récupérer notre liberté normale de vol. Il ne reste plus de sujets orphelins ou qui ont trop traîné... le reste, c'est à coups d'efforts que nous allons le régler. ✈

*Atlantic (B)*

*from page 13*

he hopes it will have similar flying characteristics as his Enforcer.

Eddy's other aircraft is a David Bryant Westland Lysander with an OS65AX. This is a wonderful scale model. The Lysander was designed as a reconnaissance aircraft and was flown by most Commonwealth countries, and others, until 1946. That means there is no shortage of scale liveries. This one is modeled after one in the British Shuttleworth Collection, originally built in Canada and used as a target tug.

I hope the weather in Atlantic Canada gives us lots of opportunity to fly. ✈

*Nord ontario (F)*

*suite de la page 16*

MAAC, NAV Canada et Transports Canada réussissent à conclure une entente. Au moment d'écrire ces lignes, ce club a trouvé un terrain secondaire et négocie avec la Ville afin de trouver une plage de disponibilité afin d'effectuer des vols. ✈

*Atlantique (B)*

*suite de la page 12*

### **NOUVEAUX PROJETS**

Le printemps apporte aussi son lot de projets de construction réalisés au cours de l'hiver. Eddy Knox m'a envoyé quelques photos de deux nouvelles maquettes qu'il entend faire voler, cette année. La première est un Northstar (de Balsa USA). Ce kit populaire a été conçu par le Canadien Laddie Mikulasko – membre du Temple de la renommée du MAAC – et qui est reconnu pour ses designs uniques, y compris des hydravions qui volent très bien. Le Northstar d'Eddy sera mû par un OS 46; il espère que l'appareil volera aussi bien que son Enforcer.

L'autre maquette qu'Eddy a préparée, c'est un Westland Lysander (design de David Bryant) mû par un OS 65AX. C'est une bien chouette copie volante. Le Lysander a été conçu à titre d'avion de reconnaissance et la plupart des pays du Commonwealth – et d'autres pays – en ont exploité jusqu'en 1946. Cela signifie que le choix des livrées (couleurs, marques de camouflage, etc.) ne manque pas. L'exemplaire d'Eddy reproduit le véritable appareil de la collection Shuttleworth britannique, avec la particularité qu'il avait été construit au Canada et qu'il servait au remorquage de cibles.

J'espère que la météo atlantique nous permettra de voler souvent. ✈

*Saskatchewan (K)*

*suite de la page 22*

nommer que ceux-là.

D'autres fabricants ont effectué leur entrée sur le marché, offrant davantage de technologie et d'améliorations sur leur système respectif et cela a amélioré notre passe-temps. Ont suivi les capteurs embarqués (onboard sensors) afin de noter la vitesse, l'altitude, le voltage des batteries, etc. Nous avons aussi assisté à l'arrivée des modes SAFE (de remise en assiette normale de vol) ainsi que ceux de retour à la base; c'est un moment excitant du passe-temps pour devenir pilote de maquette.

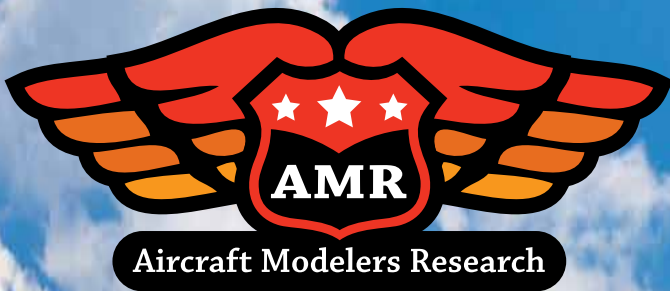
Je suis persuadé que j'ai raté certains jalons historiques dans mon compte-rendu mais celui-ci devrait toutefois vous avoir donné une idée des pas de géant qu'a franchis notre passe-temps. Si le cœur vous en dit, faites une recherche Internet afin d'apercevoir des exemplaires des premiers systèmes de télécommande, au moment de leur mise au point.

Il s'agissait d'appareils plutôt encombrants qu'on devait installer au terrain de vol – y compris une imposante antenne – afin d'espérer pouvoir contrôler une maquette tout au long de son vol. Et dire que nous peinons parfois à charger nos maquettes dans notre véhicule afin d'aller voler. Nous sommes toutefois bien loin de nécessiter un camion, uniquement afin de transporter l'émetteur... sans égard à une maquette.

✈



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# A Canadian Flies in Arizona



Sunny morning at the FICO field.

## Submitted by Jim Cogle

What is it like to fly model airplanes in Arizona? I have been asked this question enough times that I am compelled to write about it. 'Delightful' is the first word that comes to mind. And while there are numerous flying clubs in Arizona, I have only belonged to the Green Valley RC Flyers, where I am currently the only Canadian. They are an active club with 98 members and two flying fields, Twin Buttes and FICO field.

Being a retirement community, many members are older, like me, and can spend more time at the field. This makes for a good sense of community with many hours of flying interspersed with pleasant conversations under the sun shelters. I enjoy listening to the guys tell stories almost as much as I enjoy flying. At home, we enjoy the same type of camaraderie at our Durham flying field near Fredericton.

A typical winter day in southern Arizona is from 16C (62F) to 25C (77F) degrees with sun almost daily. By March, the temperature can get into the low 30s (80s), but unlike Florida, it is a dry heat and very pleasant. There is little grass; Southern Arizona is comprised primarily of very hard gravel, almost like concrete. This makes for a great flying surface but a dreadful one for crashes; a plane can be demolished quickly.

What about rattlesnakes? Yup, Arizona has them. Luckily, in the several winters spent there, my wife and I have never seen one. Snake bites are rare and usually involve a person under thirty and

alcohol consumption. But caution is advised if your plane goes down in the sagebrush; the same goes for other activities. One great old club member was relieving himself on the edge of a trench behind the pit area when partway through; he noticed a big rattlesnake about a foot away. The boys still laugh about him tearing out of there while still in the process of completing his objective.

Flying in the United States requires a pilot to pass a written test on the FAA (Federal Aviation Administration) website and obtain a drone license, costing \$5.00 for three years. Associate membership with AMA (Academy of Model Aeronautics) is also mandatory if flying at an AMA club and costs \$45.00 per year. Club membership dues vary but are usually under \$100.00. At most clubs, one must also pass a flight test to demonstrate that one can fly safely.

But like everywhere, there are great memories that come from flying at a great field. One memory is the time I had just cleared the ground with my T-28, the right wheel came off, and a considerable crosswind hit. I cut the throttle enough to allow the plane to descend without stalling, crabbed it into the wind and just before touchdown, I pointed it down the runway while giving it enough left aileron to keep the plane level. The old bird landed as if it had all three wheels and settled down softly. Could I ever do it again? Sure, in about a thousand attempts. As my flying buddy Dan would say. "Never confuse luck with good flying."

I recognize that I am very privileged to spend winters in a beautiful place like Green Valley and fly with such a great bunch of guys. And I don't take it for granted. Ever. ✈





*T-28 that survived a two wheel landing.*



*Getting the new bird ready.*



*A Tiger ready for flight.*



*Warbirds ready for 2023*



*Hellcat and T-28*



*Sharing wisdom.*





# FROM THE ASHES!



Another Example of Why Our Hobby is so Great!

*The clubhouse on the morning of the fire.*

## Submitted by Brian Perkins

President - Kingston Radio Control Modellers  
<https://krccm.org>

There was a time when I would fly twelve months of the year! Many of us would enjoy a cold winter morning huddled in a buddy's van. Time was divided between putting up flights at our windswept field and trying to get some warmth to return to our hands after having it sucked out by the lump of ice that was our transmitter. I don't do that anymore. I guess, for me, the novelty has worn off. However, many members in our club still do so, although it is much easier now with our fully heated clubhouse taking the place of a buddy's van.



*The clubhouse as it appeared in 2021*

It was a nice warm morning in early March when I received a text that felt like a punch in the stomach.

Our clubhouse had burned to the ground!

I was in South Carolina on a two-week golf vacation when I got the call. This was especially difficult to take as we had extended

and renovated our clubhouse just two years prior. Those readers who have attended our flying meets will agree that it was quite an impressive facility.

Our Club, the Kingston Radio Control Modellers, has existed since the early '60s. Early flying sites included our local Airport until things got busier. In 1965, seven club members purchased 35 acres of scrubland 20 miles northwest of Kingston for just over \$600.00.

Over the years, we cleared forest to put in a driveway, made room for camping, removed scrub brush and landscaped to create the excellent long grass runway we have today. Lean-to's with attached transmitter impounds were erected over the years, adding to our comfort, but as our club grew in size (currently 80+ members), we could afford a proper clubhouse.

Initially, a 500 sq. ft. building was built on a concrete slab insulated and heated by a wood stove, facilitating more comfortable flying year-round. A 60 ft. open extension to the roof line was added later, along with an extended slab providing plenty of shade for hosting flyers at our numerous annual events. Our clubhouse also housed a solar-powered weather station and battery-recharging facilities for electric flyers.

What caused the fire? I don't think we will ever know for sure, but the Fire Marshal suspected the woodstove. Our weather station went off the air at 7:00 am, not a likely time for vandalism.

Now the encouraging bit!

Word got out through our club website, and the same day, I received emails and texts from clubs and flyers from across the country and in the USA, suggesting we set up a GoFundMe Account so they could assist us financially with the rebuild.

This support from the R/C community has made a rebuild possible, as fire insurance on our building was woefully inadequate to cover the increased cost of materials and the recent expansion.





*Many hands make light work.*

Impressively, over the next few months, GoFundMe donations grew to over \$25,000! That, in addition to the insurance money and further top-up donations by some

of our club members, has enabled us to complete the reconstruction for \$65,000 in materials. Labour, of course, was free, provided by our very talented club members

and friends. After awaiting the arrival of roof trusses and the replacement of a damaged concrete slab, work parties were organized and commenced in mid-September under the supervision of three members (professionals), Mike, Bruce and Gary. On the first day, over 30 members showed up to work, with the initial framing completed in two days.

The job was mostly completed in just over two months.

The new clubhouse has been extended slightly, steel-sided, insulated and dry-walled with heat provided by a ceiling-mounted propane furnace. It is now better than ever! I might have to get back into winter flying!

A heartfelt thanks to all of you who donated your money or time to help us rebound from our misfortune! We are planning several flying events for 2023 to celebrate our new facility. We look forward to you being able to join us! ✨



*Work quickly progressed.*



*The clubhouse as it appears today.*





### Specifications

Wingspan: 79 1/4" Wing Area: 2,180 sq. inches  
 Weight: 20 - 22lbs Fuse Length: 61 1/4"  
 Engine: 25 - 35 cc Gasoline / 1.50 - 1.80 Glow

### Kit Features

Balsa, Bass, and Ply Construction  
 Two "1 Piece" Bolt on Wings (Does Not Require "Flying Wires")  
 Scale Access Panels, Dummy Exhaust, Radiator Shutters,  
 Louvers, and Much More  
 Full-Size Plans w/ Photo Illustrated Instruction Book  
 Over 100 Balsa USA "Fall-Out™" Die Cut Parts  
 Pre-Bent Wire Landing Gear and Struts  
 w/ Wooden Fairings  
 ABS Plastic Chin Cowl, Belly Pan, Cowl Ring, Louver Panels, and  
 Blisters

### Available Accessories

P/N G902 ( 2 ) 1/4 Scale Vickers Gun  
 P/N 488 ( 1 pair ) 1/4 Scale DU-BRO 7" Vintage Wheels  
 P/N 679 ( 1 ) 24oz DU-BRO Fuel Tank  
 P/N 429 ( 2 ) 48" Gold-N-Rod (Semi-Flex)  
 P/N 430 ( 1 ) 36" Gold-N-Cable  
 P/N D404 ( 1 ) Decal Set

**100% Made in the USA**

**KIT #404**



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By Jim Gavel

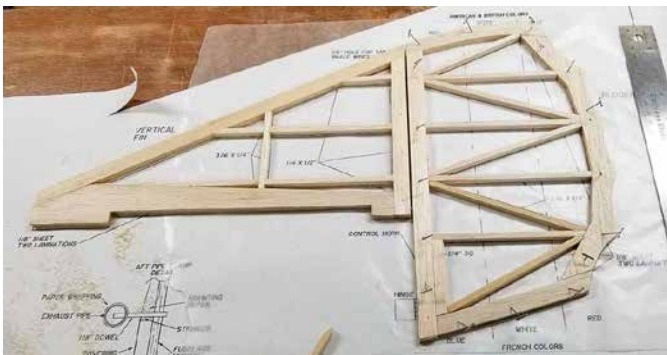
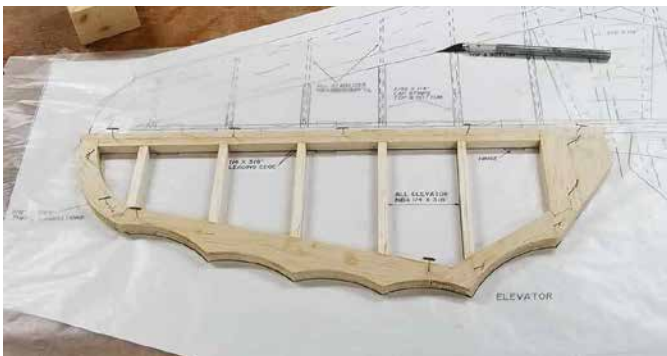
So, I have been looking at this model for several years now and decided this was the year to pull the trigger. My hangar currently has three WWII fighters and one Korean warfighter but no WWI fighter... but that's about to change.

I have always had a soft spot for the Spad for two reasons: one, it is seldom seen at fun-fly's and, therefore, unique. Two, I built a plastic model of this particular fighter while recovering from a lung operation at the Kentville NS Sanatorium. That was in 1966, I was 13 years old, and that model kit was given to me by the nurses at the hospital, and it has always stuck with me.

Fast forward to today, and I'm about to start another model by the same name, French Spad 13. Balsa USA is the only kit manufacturer I'm aware of who has this kit available in 1/4 scale. So, the building table has been set up, plans have been re-rolled to flatten, the assembly manual is being studied, and ordering additional accessories has started. The basement workshop is being transformed into a model building shop.

While the plans call for starting with the wings, I decided to start with the tail. This would allow me to get into the cutting and gluing on a manageable level... I could also get started while I was waiting for material to complete my wing modifications! The plans and die-cut parts were reasonably accurate, and I had little trouble with the layout. Unfortunately, the balsa supplied for the fin tail post and rudder post was extremely soft, and I ended up replacing them with some harder stock I had on hand.

Once the tail was finished, and my parts still hadn't arrived, I decided to tackle the fuselage construction rather than wait. The fuselage is built as a box with solid sides forward of the cockpit area and conventional stick and brace construction aft to the tail. At this point, another issue showed up: the plywood doublers did not match the fuselage sides and were off by more than a 1/8". Nothing to do but modify these doublers to fit, and I hope it doesn't come back to bite me later. The fuselage sides were then attached to the center section crutch without any issues. Unfortunately, another problem became apparent when I pulled the tail posts together, which were short by about 1/2" according to the plans. No, it wasn't a result of the previous plywood doubler issue. The assembly





construction manual indicated that the paper plans might not be accurate and that some compensation may be required...I guess so! The first modification was installed at this time as well. The supplied tail skid was a simple music wire setup and had to go. I fabricated a scale hardwood tailskid and incorporated a bungee suspension system to, hopefully, limit tail skid breakage. Time will tell.

Anyway, the fuselage was completed to the point that I would need the completed wings and was put aside as the wing material arrived for the modifications.

Because the wings are one piece 80" long and have four struts per wing complete with rigging wires, I had decided to make the wings in three sections, which would allow me to remove both wing halves together and not have to disassemble all that rigging and struts. In addition, this would leave the bottom center section with the landing gear still attached to the fuselage for easier transportation.

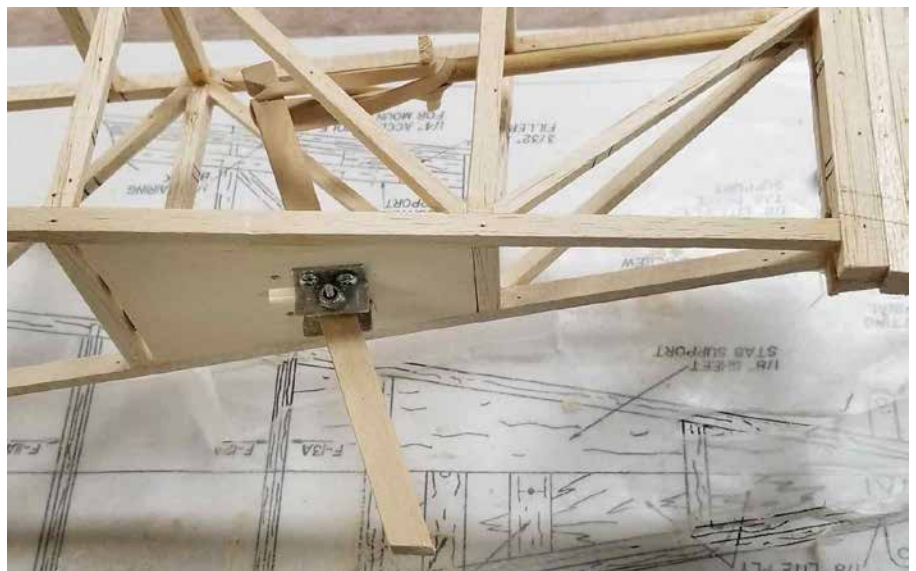
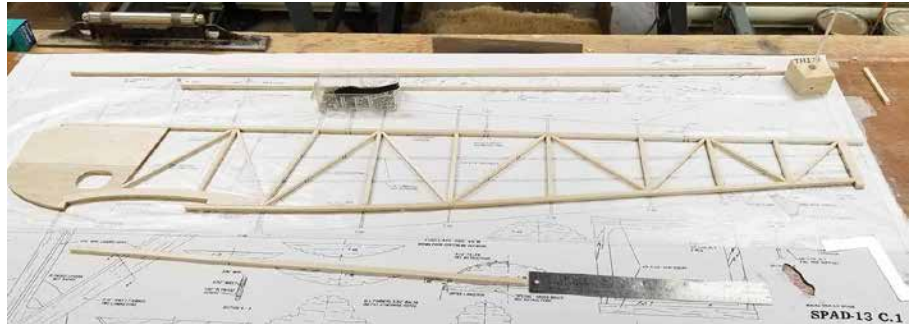
I had done this type of modification on my Spitfire build, so I had a pretty good idea of how to do this. However, rather than composite tubes, I decided to use an aluminum bar,  $\frac{3}{4}$ " W x  $\frac{1}{8}$ " thick, as the carrying member and would build up a plywood and hardwood receiver box to fit this bar and be attached to the wing ribs.

Work had been progressing on the "project"; however, Christmas and a nasty winter cold set me back a couple of weeks. However, the downtime gave me more time to investigate more Spad options, particularly what full-size Spad I would be finishing the model as.

There are many options out there, but it is difficult to find three view colour schemes for the more obscure ones. So, after narrowing the field down to two choices, the Spad 13 Eddie Rickenbacker flew with the "Hat in the Ring" squadron or the Selfridge Museum Spad based at Selfridge ANG Base in Michigan. If you're interested, they have a 360 deg walk around the Spad, which shows many important details at <https://selfridgeairmuseum.org>.

In the end, Eddie Rickenbacker won out as I preferred the paint scheme, and the decal set is available from Callie Graphics in the scale I need.

They say building a biplane is tedious because you just finish one wing and then have another one to complete. Try one wing with 54 ribs,  $\frac{1}{16}$ " thick, and you really appreciate some of those kits with maybe 15 - 20 ribs to install.







Needless to say, with fragile ribs, you have to be very careful handling them (ask me how I know). Of course, the modifications I am including slowed the wing process down significantly. In addition to the three-piece wing mod, I have decided to hide the aileron servos in the wing rather than exposed above the wing surface, which the plans showed. After lifting the wing from the building surface, I noted that it was not as stiff as I would like and elected to install shear webbing between the front spar ribs. This helped to stiffen the structure with minimal weight gain.

About this time, my new motor showed up, and it's a beauty. The story to get it was a beaut too. Being an "economical" person, I decided to try ordering directly from the manufacturer via Aliexpress. After three attempts to mail it from China, only to be stopped at the Chinese border due to "magnetic non-conformity." I finally said enough, cancelled, got my money back and ordered the same engine from the USA Affiliate. I got it two weeks later, and it only cost \$15.00 more. Lesson learned?... probably not!

The engine is a 30 cc twin 2-stroke gasser manufactured by RCGF in, you guessed it, China. It has good reviews, but only time will tell.

So, the top wing is finished except for sanding and finishing the smaller details. I leave this until last due to the inevitable workshop rash that is prevalent this time of the year. I have just started laying out the bottom wing and expect construction to go faster due to my experience with the top wing; plus, there are no ailerons on this wing.

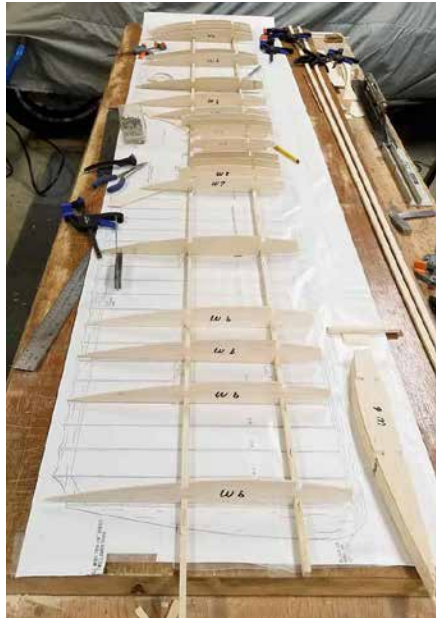
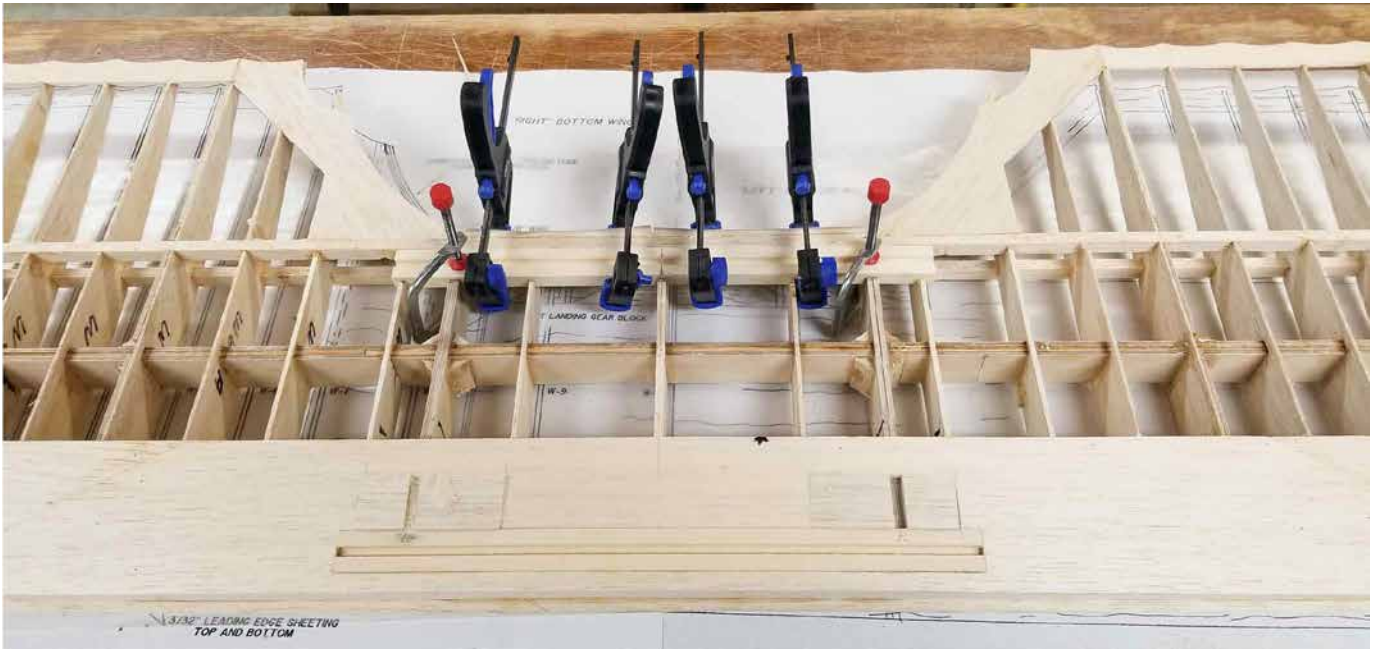
I have now finished the top wing and ailerons, and I'm laying out the bottom wing. This flowed pretty much as the top wing build, but I had learned a few tricks which made it somewhat easier, at least as easy as 54 - 1/16" ribs can be! I found the main difficulty with both wings was due to the plywood replacement ribs used to reinforce the wing separation points. Remember, these wings were not designed for that option, so it did create some issues. Most notable was the finish sanding; 1/16" balsa and 3/32" aircraft plywood do not sand at the same rate. Nonetheless, both wings are now pre-final sanding finished, and it was time to move on.

Again, due to three-piece wing construction, I had to fabricate new cabane strut attachment brackets as this was the point where the wing separation would occur. I will have the fore and aft cabane strut brackets as the wing tie-in, and on the bottom wing, it will tie in at the landing gear blocks with a simple strap. I made the strap brackets out of .064" brass shim stock and then formed them around the cabane strut wires. The wire struts were deburred and pre-tinned with solder. The basswood attachment pieces have been epoxied to the fuselage, and the wing attachment jig has been built to align the top wing attachment points.

I also modified the elevator control system, which used two exposed control rods and attachment horns and is not to scale. I fabricated a new internal control horn that will be driven by a 222 Oz torque Savox digital servo, which should be adequate. The rudder control will also be changed from a pushrod system to a "pull-pull" scale system.

Stay tuned; more to come! ✨





# BACK IN THE AIR



3.5M Grafts heading out in search of lift.

by Lyle Jeakins

Southern Ontario Glider Group Inc.

What a ride... where to begin.

As we are all aware, last December MAAC members were all grounded from flying our R/C planes until further notice! When I got the notice from the MAAC President I couldn't believe my what I was reading! Unprecedented in the 75 year history of the organization!

For most MAAC members, it was the beginning of winter. Only a few hardy cold weather flyers would be affected. My hopes were that this had better be sorted out by the time the good weather arrives.

In February, I read the latest email from MAAC with great anticipation! 50 clubs had already received their Site Operating Certificate (SOC) that allowed them to commence outdoor r/c operations. I knew my soaring club, SOGGI, was not going to be easy, since our thermal field was located in a controlled airspace. It obviously would require additional paperwork, but I was feeling confident non-the-less, that it was going to happen. I have to applaud the actions of the SOGGI board of directors,

in particular, President, Andy Meysner, who was right on top of the many requests received from our zone director.

Then the other shoe dropped.

The communication went on to say that MAAC had been informed in writing by Transport Canada, that we have lost our exemption from the requirements of CARs, (Canadian Aviation Regulations) section IX. Further more, no one will be allowed to fly RPAS in a controlled airspace and that the maximum height in uncontrolled airspace would be 400' AGL! I had to read this a few times before realizing things were never going to be the same again for Canadian R/C modellers, and in particular those of us who fly sailplanes, especially if we fly them in a controlled airspace!



Club Treasurer, Ann Tekatch, checking the programming on her 2M Electric Sprite.

SOGGI has one slope soaring site that was quickly approved by MACC after the proper paperwork was submitted. Unfortunately, our main flying field was located in a controlled airspace! SOGGI was in essence, a soaring club without a field! At one point there was a concern that we might have to put the club in a sort of hibernation. These were dark days indeed, and the stress level was excessive.

The problem for soaring clubs such as ours is we need large, wide open spaces to fly from. Unless the land is unworkable,





*Tim Glover hand launching his father's X-Dream to check the trim and cg. The initial toss was a complete success and the model floated effortlessly over the field.*

it is being farmed for cash crops such as corn, wheat, canola, etc. The only chance we would have was to find a sod farm that wasn't located in a controlled airspace. Ideally, it should be located within a hours drive of Hamilton. Not an easy challenge!

The RC gods must have heard our plea!

One phone call placed by our treasurer, Ann Tekatch, to the manager of the sod farm we flew on, changed everything....for the better! Greenhorizons is the sod company whose fields we had been flying off of for the past 15 years or even longer. It's safe to say, we have developed a good rapport with them through the years.

Their manager mentioned they might have a large sod farm that we could fly from located north of Burford, Ontario! We had to wait an agonizing 10 days or so before we received their permission!

In short order, we went from the depths of despair, to one of sheer ecstasy, as SOGGI had finally found their forever home! Our new location west of Brantford is so expansive, we will always have a field to fly from. Fields are continuously being rotated as different sections are being planted, cultivated, and eventually the mature sod removed.

President Andy wasted no time in submitting the required documentation to MAAC and we were rewarded with our SOC within a weeks time! We were overcome with feelings of elation!

Initially there was a lot of resistance to the idea of obtaining the RPAS Basic certificate and the registering of sailplanes, maintaining logbooks, etc. However, now that we have a new home more and more members are moving forward to meet the requirements of Part IX.

Our new flying field has been open since early May and already we have had several flying sessions and our 'season opener' get together where 13 members came out for the fun!



*CFI, Terry Kovack, preparing his 2.9M Introduction & 2M F3RES Samba for flight.*

### **SAILPLANES UNDER 400 FT.**

Most members, including myself, have acquired a vast collection of large sailplanes, ranging from 1.5M to 4M wingspans. Every time we launch our sailplanes, we search the field looking for areas of rising air, called thermals. The goal is to remain aloft as long as possible before having to relaunch.

Currently, all RPAS are limited to 400' AGL which is quite doable for the majority of r/c pilots flying land planes near their





A number of sailplanes lined up in the pit area waiting to be launched. From the closest to the furthest, they are 3.5M Grafis, 2M Radian, 2M F3RES Samba, 2.9M Electric Introduction F5J, Another Introduction and finally a 2M F3RES Thermal Hunter.

usual landing strips.

However, it becomes problematic for pilots who fly sailplanes, especially the larger models that usually don't find large enough bubbles of lift below 400' AGL. If we happen to encounter a strong thermal - a boomer, hat sucker, or call it what you may - your sailplane could be rising at extremely high rates that could easily take your plane above the current maximum limit. We hold on to the hope that flying fields not located in a controlled airspace, might obtain permission to fly at higher elevations eventually, but that is just speculation at this point.

For now, several members are building and flying smaller sailplanes whose all-up weight falls under the 250 gram limit, and therefore they are exempt from the Part IX requirements. However, they are still required to stay under 400' AGL and comply with all of MAAC's safety code and the conditions of our SOC.

About half of the members have installed telemetry altimeters in their models to help build a perspective of what the models look like at 400'. With an audible readout of altitude every 100' or so, it is easy for the pilot, or their spotter, to keep tabs on the 400' ceiling..

What we are finding is, the 2M, F3RES class of sailplanes, which usually have an A UW

around the 454 grams or 1 pound, and the 1.5M DLG's, are quite nimble and adept at finding lower level lift. However, our larger sailplanes seem to require greater launch heights in order to find the necessary lift.

Recently, we have seen pilots find a good thermal and then be required to bail out because they were quickly reaching the 400'AGL limit. As well, Aero towing is not possible at all with the current height restrictions. I'll admit that

while it is great to be out flying our sailplanes again, there is a big change in how we enjoy the hobby. In the past, we had been operating safely with a height limit of 1,200' AGL. Last year, that limit was reduced to 700' AGL, which was still doable, and a lot better than the current 400' limit.

All that said, if you had asked me in April what are the chances that members of SOGGI would be flying their sailplanes this season, or indeed if our club would even still be active, I would have said the odds certainly didn't look very good.

Now, thanks to the hard work of our club leadership and the hard working volunteers at MAAC, I am pleased to report, we have not only weathered the storm, we have come out the other side, stronger and in a much better position to maintain and grow our club into the foreseeable future. ✈️



Father and son team of Alan (Left) and Tim Glover, holding Alan's just completed 2M, F3RES X-Dream.





*Terry Kovack's 2M F3RES Samba heading up on the hi-start.*



*Club Vice President, Mike Sherlaw releasing his 3.5M Electric Grafis as he prepares to search for thermals.*

# ARCHIVES

## Fred Messacar - 25381L

Committee Chair

905-457-5634 | fred.messacar@gmail.com

Through the generosity of John Egbert (MAAC 1908), we have received a significant number of model and full-size aircraft-related magazines. We have used these to fill in missing ones in our archive collection and have also contacted the Academy of Model Aeronautics (AMA) archives to provide them with the copies that they require.

But we still have leftover issues. We are making these surplus magazines available to all members who would like to flesh out their personal collections. Please do not order copies for retail purposes at the various hobby shows or swap meets. Should this be found to be so, we will discontinue this offer.

The magazines are available at no cost other than the cost of shipping, by courier.

The following listing is what we have available (marked X).

Please contact Fred Messacar at fred.messacar@gmail for any information and/or requests. The cut-off date is August 1, 2023. We will be posting further listings after we catalogue our holdings. ✨

## Fred Messacar - 25381L

Chef de Comité

905-457-5634 | fred.messacar@gmail.com

Grâce à la générosité de John Egbert (MAAC 1908), nous avons reçu une grande quantité de revues d'aviation, tant réduite qu'à l'échelle réelle. Nous avons ajouté celles qui manquaient à notre collection dans les archives et nous avons aussi communiqué avec le service des archives de l'Academy of Model Aeronautics américaine afin de leur remettre les exemplaires qu'il pourrait leur manquer.

Nous aurons donc des exemplaires en trop, que nous rendons disponibles aux membres qui voudraient compléter leur collection personnelle. S'il-vous-plaît, ne commandez pas ces exemplaires aux fins de revente commerciale à des expositions de passe-temps ou à des ventes-échanges (swap shops). Si nous nous en apercevons, nous mettrons fin à notre offre.

Les revues sont disponibles gratuitement – outre les frais d'expédition – par messagerie. Voici ce qui est disponible (x).

Veuillez communiquer avec Fred Messacar, au fred.messacar@gmail.com afin d'obtenir des renseignements ou une réponse à votre requête. La date-limite de l'offre a été fixée au 1er août 2023. Nous mettrons la liste à jour à mesure que nous réussissons à cataloguer ce que nous avons entre les mains. ✨

### Air Trails

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1952	X							X				
1953											X	

### Air Trails – Hobbies for Young Men

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1954				X						X	X	
1955	X											

### Air Trails – Model Annual

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1955	X	X	X	X	X	X	X	X	X	X	X	X
1956	X	X	X	X	X	X	X	X	X	X	X	X
1957	X	X	X	X	X	X	X	X	X	X	X	X
1960	X	X	X	X	X	X	X	X	X	X	X	X

### Air Progress

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1964				X	X							
1966		X	X									
1968												X



R/C Modeler												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1969								X				
1981								X				
1982		X	X	X	X	X	X		X	X	X	X
1983		X	X	X	X	X	X	X	X	X	X	X
1984	X	X	X	X	X	X	X	X		X	X	X
1985		X	X	X	X	X	X	X	X	X	X	X
1986	X	X	X	X	X	X	X	X	X	X	X	X
1987	X	X			X	X	X		X	X	X	X
1988	X	X	X	X	X	X	X	X	X	X	X	X
1989	X	X	X	X	X	X	X	X	X	X	X	X
1990	X			X	X	X	X	X	X	X	X	X
1991		X	X	X	X	X	X	X	X	X	X	X
1992	X	X	X	X	X	X	X	X	X	X	X	X
1993	X	X	X	X	X	X	X	X	X	X	X	X
1994	X	X	X	X	X	X	X	X	X	X	X	X
1995		X	X		X	X		X	X	X	X	X
1996	X		X	X	X			X	X		X	X
1997	X	X		X	X	X	X	X				
1998					X		X	X		X	X	X
1999	X		X	X				X				
2000			X						X			
2004									X	X		
2005	X											

American Modeler												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1957	X	X	X	X	X	X	X	X	X			
1958			X									X
1959	X		X						X			X
1960			X	X	X	X	X		X	X		X
1961	X		X	X	X		X		X		X	
1962												
1963	X	X	X	X	X	X	X	X	X	X	X	X
1964			X	X	X	X	X	X	X	X		
1965			X	X								
1967									X	X		

American Modeler – ANNUAL												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1961	X	X	X	X	X	X	X	X	X	X	X	X
1962	X	X	X	X	X	X	X	X	X	X	X	X
1966	X	X	X	X	X	X	X	X	X	X	X	X

Model Builder												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1983			X									
1985		X								X		
1986									X		X	X
1988						X						
1990				X								
1991				X								

Quiet Flyer												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
2004					X							

RC Model Builder												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1981							X					

Model Airplane News												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1944											X	
1945					X							
1947								X				
1952										X		
1953				X								X
1954				X			X			X		X
1956		X		X					X		X	
1957	X		X	X	X	X	X	XX	X	X	X	X
1958	X						X					
1959				X						X	X	
1960	X				X	X		X	X	X	X	
1961		X	X		X							
1962				X			X					
1964			X	X	X	X	X	X	X	X	X	X
1965	X	X										
1969					X							
1973		X	X	X								
1977					X							
1981							X		X	X	X	X
1982	X		X					X		X		
1983	X			X			X					X
1984						X						X
1986												X
1987		X	X	X		X	X				X	
1988	X	X	X	X	X			X				
1989										X	X	



**Model Airplane News (Continued)**

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1990												X
1991			X									X
1992			X		X		X	X				
1993	X		X	X				X		X	X	
1994	X	X	X	X				X		X		
1995					X		X	X	X	X	X	
1996	X	X	X	X	X		X	X	X	X		X
1997	X	X		X	X	X			X		X	
1998					X		X	X		X	X	X
1999	X							X				X
2000					X			X				
2001					X		X				X	X
2002	X			X					X			X
2003	X		X									
2004								X			X	
2005	XX	X	X									
2006	X		X		X	X		X		X		
2007	X					X					X	
2009							X					
2010		X				X	X	X	X	X	X	X
2011		X										
2012										X		
2013									X			
2014			X					X				
2016				X					X			
2017					X							
2018					X				X			

Also Annuals for 1960, 1961 and 1962

**Backyard Flyer**

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
2003												X
2004	X		X							X	X	

**Fly RC**

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
2004												X
2005	X			X								
2014									X			

Flying Models												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1950		X					X					
1951				X								
1954								X		X		
1956		X						X	X			X
1957	X			X	X	X	X		X			X
1958										X		
1959							X	X	X	X	X	X
1960	X		X									
1961								X	X			
1962		X	X									
1965				X	X							
1966						X						
1976			X									
1977								X				
1982								X				
1983								X				
1985								X				
1988	X											
1990			X									
1991				X								
1993			X					X				
1994			X	X								
2006			X									

Model Aircraft (SMAE)												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1952	X											

Scale RC Modeler												
Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1985								X				



# RADIO SPECTRUM

**Mark Betuzzi - 26605L**

Committee Chair

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## 5G CELL TOWERS

Earlier this year, I received a call from one of the flight instructors with the Vernon RC Aeromodellers. He expressed concerns about a new 5G cell tower being erected very close to their flying field. The new tower is about 720 metres from the centre flight station of the flying field and a model airplane flying within the flying area would be about 475 metres away from the cell tower at the closest point during a flight.

I have asked the cellular installation crew to conduct a spectrum analysis of the Vernon Club's flying area to see if the tower will have any interference issues. I'm waiting to hear back.

The Spectrum Analysis department of Industry Science and Economic Development (I.S.E.D.) formerly Industry Canada advised me there should be no concerns with the cellular tower.

## CELL PHONE USE

While on the use of cellular phones at flying sites, the following are the recommendations of the MAAC Radio Spectrum committee. It is recommended

that when flying, place your cell phone in Airplane mode or turn it off. While performing any radio programming changes, it's also advised to turn your phone off or place it in Airplane mode. There have been several verified cases of complete programming losses in your transmitter or receiver if a cell phone is used while near your radio transmitter or receiver.

## COMMITTEE MEMBERS

The radio Spectrum committee is always looking for MAAC members to join on the Radio Spectrum committee. Consider letting your name stand in your zone at the upcoming Annual Zone meetings. ✈

# SPECTRE RADIO

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Chef de Comité

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## TOURS CELLULAIRES DE 5G

Plus tôt cette année, j'ai reçu un appel de l'un des instructeurs du Club Vernon RC Aeromodellers. Il a exprimé son inquiétude relativement à une nouvelle tour cellulaire de technologie 5G qui a été érigée près de leur terrain de vol. Cette nouvelle structure se situe à environ 720 mètres de la station de pilotage centrale, si bien qu'une maquette volant dans les environs se trouverait à environ 475 mètres de la tour cellulaire (à son plus proche), pendant un vol typique.

J'ai demandé à l'équipe d'installation

si quelqu'un pouvait mener une analyse de spectre du secteur du Club de Vernon afin de vérifier s'il y aura des problèmes d'interférence. J'attends encore de leurs nouvelles.

La section d'analyse de spectre d'Innovation, Science et Développement économique Canada (anciennement Industrie Canada) m'a informé qu'il ne devrait pas y avoir de problème.

## UTILISATION DE TÉLÉPHONE CELLULAIRE

Tandis que j'aborde le sujet des téléphones cellulaires sur un terrain de vol, voici les recommandations du Comité du spectre radio du MAAC. Lorsque vous pilotez une maquette, nous vous recommandons de placer votre téléphone

en mode « avion » ou de le mettre hors tension (l'éteindre). Lorsque vous modifiez la programmation de votre émetteur, nous vous recommandons d'en faire de même. Nous avons été informés de plusieurs cas d'espèce avérés de perte de programmation d'émetteur ou de récepteur si quelqu'un utilise un téléphone cellulaire près de l'un ou l'autre de ces systèmes de télécommande.

## MEMBRES DU COMITÉ

Le Comité du spectre radio du MAAC recherche toujours de nouveaux membres. Songez à vous présenter au sein de votre zone lors des prochaines assemblées annuelles de zone. ✈

# VOL CIRCULAIRE

Paul Gibeault - 8478L CD  
Chef de Comité  
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Eh bien, la saison de vol est arrivée! Malheureusement, puisque les incendies font rage en Alberta,

toute forme de vol est plutôt désagréable en raison de la fumée dans l'atmosphère.

Votre scribe se dirige en Oregon dans deux jours (au moment d'écrire ces lignes) pour se rendre à sa propre Mecque annuelle (lire le Championnat régional du Nord-ouest de vol circulaire). Ainsi, cette chronique sera brève. J'espère que vous aurez droit à de la belle météo et, si vous en avez la chance, envoyez-moi des photos.

En passant, si vous m'avez déjà envoyé du matériel et qu'il n'a pas paru dans cette chronique, veuillez m'en informer. Parfois, je perds des choses ou quelque chose tombe « entre les craques ».

Nouveauté cette année : mon appareil de course Polecat Goodyear. Je l'ai reconstruit cette année... comme une portion de mon écurie!

## FORGER DES AMITIÉS

Notre club s'est aussi aperçu qu'un « merci » porte des fruits lorsque vient le temps d'obtenir des commanditaires. Bob Whitley,



Polecat GY racer with bright metalflake (Body by Bruce) House of Kolor finish. / Maquette de course Polecat GY avec recouvrement métallique plutôt vif (Body by Bruce), une finition de House of Kolor.

membre de l'Alberta Control Line Flying Club, a préparé des plaques qu'il a présentées aux commanditaires de notre concours. Amusez-vous cet été! ✈️



The Alberta Control Line Flying Club's Bob Whitley presents a thank you plaque to Lyndon Kendrick, owner of Hobby Wholesale in Edmonton. / Bob Whitley (de l'Alberta Control Line Flying Club) présente une plaque de remerciement à Lyndon Kendrick, propriétaire du commerce Hobby Wholesale à Edmonton.



The Alberta Control Line Flying Club's Bob Whitley presents a thank you plaque to Manager Joe Dennehy of Great Hobbies Edmonton. / Bob Whitley (de l'Alberta Control Line Flying Club) présente une plaque de remerciement à Joe Dennehy, gérant chez Great Hobbies (succursale d'Edmonton).

## The Balsa Dust FACTORY

Canada's Control Line Connection

Located on the Lacombe Regional Airport  
Lacombe, Alberta

Check us out on Facebook @  
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call or text Jon at 403-896-7175.



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Engines by Brodak, Cox, Fox, K&B, McCoy, Enya, and more!  
A Range of Products from Sig, Brodak, VPMA, RSM, Cox, and more!



## CONTROL LINE



My Polecat Scale Racer built from a Pat King laser-cut kit, Bill Bischoff tank, shutoff & landing gear, Magnum .15 XLS for power. / Mon appareil de course Polecat, construit depuis un kit (de Pat King, découpé au laser) : réservoir, dispositif de coupe des gaz et train d'atterrissage de Bill Bischoff et moteur Magnum .15XLS.

### Paul Gibeault - 8478L CD

Committee Chair

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Well, the flying season is here! Sadly, with Alberta on fire these days, flying of any kind is not fun due to the extensive smoke.

Yea old scribe is heading off to Oregon in two days for his annual Meca a.k.a. The Northwest Regional C/L Championships. As such, this column will be light on the usual verbiage. I hope the rest of you are having good weather and if you get a chance, send me some photos.

By the way, if you have already sent me material I haven't filed in this column, please let me know. Sometimes, I lose things or they fall through the cracks.

New for this year is my Polecat Goodyear racer. Rebuilt this year is nearly everything else!

### BUILDING RELATIONSHIPS

Our club has also found that a "Thank You" goes a long way is getting repeat sponsors. Alberta Control Line Flying Club member Bob Whitley prepared nice plaques which he and I presented to our contest sponsors.

Enjoy the summer flying! ✈️



The Alberta Control Line Flying Club's Bob Whitley presents a thank you plaque to the staff at our favourite (après-flying) restaurant, Coliseum Steak & Pizza. / Bob Whitley (de l'Alberta Control Line Flying Club) présente une plaque de remerciement au personnel de notre restaurant préféré d'après-vo, Coliseum Steak & Pizza.



# VOL CIRCULAIRE ACROBATIQUE

John McFayden - 14681L

Chef de Comité

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La chronique de ce mois met en vedette le Tutor 1 (de Top Flite) de Naomi Macklem, un projet de construction artisanale.

By Naomi Macklem

« Le Tutor 1 est doté d'une surface alaire de 410 pouces carrés et d'une envergure de 45 pouces. Il a été conçu par Mark Bauer pour un moteur de .35 cc au cours des années 1970 et a été distribué par Top Flite. La revue Flying Models en a parlé en février 1979. J'utiliserai un Dixon LA 25 comme motorisation, ce qui lui procure à peu près la même puissance que la plupart des moteurs plus anciens de 35 cc.

« Mon mari Len a annoncé qu'il croyait que la prochaine maquette sur laquelle travailler pour moi serait un Tutor. Je n'avais pas entendu parler de celle-ci auparavant et j'ai plutôt entendu Tudor. Je tentais de m'imaginer ce dont aurait l'air un Tudor, puisque je ne savais pas s'il y avait telle chose... à l'époque du roi Henri VIII.

« Ce n'était pas avant qu'il ne me montre les plans (d'un vieux kit de Tutor que quelqu'un d'autre avait construit) que je me suis aperçu qu'il s'agissait du Tutor (évidemment, puisque cet avion a été conçu afin d'aider les débutants à faire de la voltige). Nous avons bien ri de cette méprise.

« Les plans n'incluent ni les gabarits pour les nervures (ribs) ni les instructions sur la réalisation du train d'atterrissage puisqu'on s'attend à ce que vous possédiez ces composantes à même le kit. Len a trouvé les gabarits de profil d'ailes grâce à un ami et les a gardés puisqu'il avait l'intention de m'aider à assembler la maquette. Il a réussi à imaginer le train d'atterrissage en examinant soigneusement les vues (dessus et latérale) des plans.

« J'aime bien travailler avec Len puisqu'il possède des années d'expérience et de savoir-faire. Je suis à la remorque et je contribue au découpage, ponçage (sablage), collage, etc.; malgré un kit comportant des plans détaillés et des instructions, je ne comprends pas toujours clairement



comment assembler le tout et comment appliquer les petits trucs d'alignement de la cellule, de sorte à ce que la maquette vole correctement. Je me fie beaucoup sur Len afin de faire en sorte que ce que j'entreprends soit fait convenablement; de surcroît, la maquette est réglée sur l'établi avant même qu'elle ne vole à l'extérieur.

« Je voulais garder les détails de finition et de décoration assez simples, partiellement en raison de ma propension à l'asymétrie. Je préfère le recouvrement de marque Ultracote pour les ailes et pour l'empennage puisqu'il est résistant et qu'il se prête mieux à l'étape de recouvrement

*suite à la page 68*



# CONTROL LINE PRECISION AEROBATICS

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This month's CLPA column features Naomi Macklem's Top Flite Tutor 1 scratch build.

by Naomi Macklem

"The Tutor 1 has a wing area of 410 square inches and a wingspan of 45 inches. It was designed for a .35 cc engine by Mark Bauer sometime in the late 1970s and was distributed by Top Flite. It was reviewed in *Flying Models* in February 1979. I will be using a Dixon LA 25, as it has about the same power as most of the older 35 cc engines.

"My husband Len announced that he thought the next model we should work on for me was a Tutor. I had not heard of this model before and misheard him to say Tudor. I was trying to imagine what a Tudor model would look like, since I was not sure there was such a thing as a model airplane back in the time of King Henry VIII.

"It was not until he showed me the plan he had (from an old Tutor kit that someone else had already built) that I realized the name was a Tutor (obviously because it was designed to help teach beginners how to fly stunt). We had a good laugh about that.

"The plan does not include the templates for the ribs or full instructions on how to do the landing gear, as it assumes you already have those included with the kit. Len found the rib templates for the Tutor 1 from a friend and hung onto them, having already thought about wanting to help me build this model. Len was able to figure out the landing gear based on the top and side views on the plan.

"I enjoy working together with Len, as he has the years of experience and know-how. I can follow along and contribute with cutting, sanding, gluing, etc.; but even with a kit with detailed plans and instructions, it is not always clear to me the ins and outs of how to put it all together and all the little tricks for getting everything lined up the way it needs to be for the model to fly properly. I rely heavily on Len for making sure that whatever I do is done properly, and the model is bench trimmed before we ever take it out for the first test flight.



"I wanted to keep the finish and decoration fairly clean and simple, due to my asymmetrical tendency. I prefer Ultracote covering for the wing and tail as it is strong and seems to be better for ironing on over all the curved pieces. I went through our collection of opaque Ultracote and we had two different greens... a darker green and one a turquoise green. I really

liked both of them and thought it would look even nicer to use mostly the turquoise but with a bit of the darker green to set it off.

"I have been leaning towards asymmetrical detail as it appeals to me to have the two sides of the model look a little different but still be part of the

*continued on page 65*

# SOCIÉTÉ DES ANCIENS MODÉLISTES (SAM) / VOL LIBRE

David Loveday - 7073

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Leslie Farkas nous présente la chronique de ce mois.

## SIGNE DU PRINTEMPS EN CALIFORNIE

« La coupe North America Cup a eu lieu en février à Lost Hills (Californie). Histoire de se préparer pour le Championnat mondial qui sera disputé en France, les membres d'Équipe Canada Ladislav Horak, Jama Danier et Tony Mathews se sont déplacés. Peter Allnut (de Toronto), John Buskell (de Vancouver) et Bernard Guest (de Calgary) se sont joints à eux.

« La météo a été superbe : 18 degrés Celsius, vents légers et un gazon inhabituellement vert sur le terrain. Tout le monde a profité des conditions et ont effectué plusieurs vols.

« Après la première journée, la météo a changé et le mercure est tombé à -1 degré Celsius. Tout le monde est demeuré à l'hôtel mais ont profité de ce temps mort pour vérifier leurs maquettes et procéder à quelques réglages. Le troisième jour, les conditions se sont améliorées et des modélistes de partout dans le monde ont une fois de plus pris d'assaut le terrain de vol.

« Comme d'habitude, les concurrents provenaient de plusieurs pays : Canada, États-Unis, Chine, Angleterre, France, Suisse, Danemark, Suède, Israël, Espagne, Portugal, Australie, Nouvelle-Zélande et Ukraine. Pour la coupe Amérique du Nord, en catégorie F1A, on retrouvait 31 concurrents; en F1B (propulsion élastique), 43; et en F1C, 16 modélistes/pilotes.

« Le beau temps est revenu et des rondes supplémentaires ont été disputées au sein de toutes les catégories afin de déterminer les gagnants. En catégorie planeur, 16 finalistes ont lancé leur maquette respective lors d'une ronde fly-off. En motorisation par élastique, les organisateurs ont été obligés de présenter deux rondes fly-off afin de départager les 16 concurrents. En motorisation par carburant, deux rondes fly-off ont aussi été nécessaires afin décerner son prix au gagnant.



Yuan Gao from China on the right, getting ready for his next flight / Yuan Gao from China on the right, getting ready for his next flight.

« La compétition s'est terminée avec la remise des prix et par le banquet canadien traditionnel, au terrain.

« Tous les participants ont remercié

Peter Allnut et Tony Mathews quant au calibre relevé de la compétition et ont dit vouloir revenir, l'année prochaine. » ✈

### North American Results

F1A			1	2	3	4	5	FO1	Total
1	Per Findahl	SWE	240	180	180	180	240	480	1500
2	Yuval Bichet	ISR	240	180	180	180	240	448	1468
3	Lauri Malila	SUI	240	180	180	180	240	447	1467
4	<b>Jama Danier</b>	<b>CAN</b>	<b>240</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>240</b>	<b>440</b>	<b>1460</b>

F1B			1	2	3	4	5	FO1	FO2	Total
1	Bruce Hao	AUS	240	160	160	160	240	460	494	1994
2	Tuvia Fibish	ISR	240	160	160	160	240	460	458	1958
3	Michael Rudi Seifert	GER	240	160	160	160	240	460	455	1955
12	<b>Patrick MacKenzie</b>	<b>CAN</b>	<b>240</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>240</b>	<b>460</b>	<b>362</b>	<b>1322</b>

F1C			1	2	3	4	5	FO1	FO2	Total
1	Faust Parker	USA	240	130	180	180	240	480	431	1931
2	Guy Mananno	USA	240	130	180	180	240	480	427	1927
3	Michael Mashiach	ISR	240	130	180	180	240	480	416	1916
6	<b>John Buskell</b>	<b>CAN</b>	<b>240</b>	<b>130</b>	<b>180</b>	<b>180</b>	<b>240</b>	<b>115</b>	<b>0</b>	<b>1135</b>



## SAM/FREE FLIGHT OUTDOOR

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Committee Chair

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This month's column comes courtesy of Leslie Farkas.

### THE SIGN OF SPRING FROM CALIFORNIA

"The North America Cup was held in February at Lost Hills, California. In order to prepare for the upcoming World Championships in France, Team Canada members Ladislav Horak, Jama Danier, and Tony Mathews made the trip down to the event. They were joined by Peter Allnutt from Toronto, John Buskell from Vancouver, and Bernard Guest from Calgary.

Great weather welcomed them, with 18 degrees Celsius, light winds, and unusually green grass on the field. Everybody enjoyed the conditions and put up a lot of flights.

After the first day, the weather changed with the temperature dropping to minus one. Everyone stayed in their hotels, had time to check the models and make some adjustments. On the third day, the conditions improved and the flying site was filled with modellers from around the world again.

As usual, competitors came from all over the world like Canada, USA, China, England, France, Switzerland, Denmark, Sweden, Israel, Spain, Portugal, Australia, New Zealand and Ukraine. For the North America Cup in F1A Glider, there were 31 competitors; in F1B rubber-power 43; and in F1C, 16 entered.

The good weather returned and in all the events, extra rounds were required to declare the winners. In the glider category, 16 finalists flew in one extra fly-off round. In rubber power, they needed two fly-off rounds for 16 competitors. In gas power, also, two fly-off rounds were needed to decide the winner.

The competition ended with the prize awards and the traditional Canadian banquet on the field.

All participants thanked the organizers, Peter Allnutt and Tony Mathews, for the well-organized competition and expressed their desire to return for next year's competition. ✨



*Ladislav Horak waiting for the next thermal. / Ladislav Horak attend le prochain thermique.*



*Competitors relax at the Lost Hills field in California. / Des concurrents se détendent au terrain de Lost Hills (Californie).*

# MAQUETTES RC ÉLECTRIQUES

Nigel Chippendale - 3778

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En ma qualité d'instructeur-chef au sein de notre club, je passe beaucoup de temps à résoudre des problèmes afférents au vol électrique et aux émetteurs. J'ai pensé qu'il vaudrait la peine de partager quelques questions fréquemment posées.

Q. Je pilote habituellement ma maquette jusqu'à ce que le moteur exhibe quelques dernières poussées de puissance (surging) ou qu'elle ralentisse. Pourquoi mes batteries gonflent-elles et offrent-elles moins de puissance?

R. La situation de Low Voltage Cutoff (LVC) n'est PAS le signal qu'il faut faire atterrir votre maquette. C'est un moyen par lequel votre système limite les dommages provoqués à votre batterie si vous gardez votre maquette en l'air un peu trop longtemps. À chaque fois que la situation LVC survient, la batterie perd un peu de sa vie utile. Le résultat éventuel, c'est justement ce gonflement (les anglophones appellent cela « puffing »), une perte de puissance et la mort prématurée de votre batterie.

Chronométrez toujours vos vols (ou utilisez la télémétrie) et faites atterrir votre maquette avant même d'atteindre le point LVC. L'atteindre, c'est commettre une erreur.

Q. Mon AeroScout (ou autre appareil de formation qu'offre Horizon Hobby) semble être coincé en mode Beginner (technologie SAFE activée).

R. Il est très probable que la fonction Ax1 (voie 6) déclenche mode (en temps réel) de récupération (Panic Recovery) qu'on mélange souvent au mode Beginner. Jetez un coup d'œil à l'écran; si le bouton d'appariement (Bind) n'est PAS pressé, Ax1 devrait se trouver à +100 %. S'il se trouve à -100 %, la voie (« channel », dans le jargon anglophone) est inversée. Retournez lire les instructions de réglage de votre maquette; vous y décelerez vraisemblablement une erreur plutôt simple.

Tandis que vous y êtes, assurez-vous que la voie Gear (voie 5) - habituellement située sur l'interrupteur (switch) B - offre +100 %, 0 %, -100 % afin de contrôler le mode de vol (respectivement Beginner, Intermediate, Experienced).

Remarque : L'ancienne maquette de l'Apprentice S (à l'époque, munie du récepteur SAFE d'E-Flite) fonctionnait de la façon tout à fait opposée. Si le paramètre +100 % était constaté, cela déclenchait le mode Panic (et récupération subséquente). Ainsi, la fonction Ax1 affichait -100 % si le bouton n'était PAS pressé sur l'ancien Apprentice S.

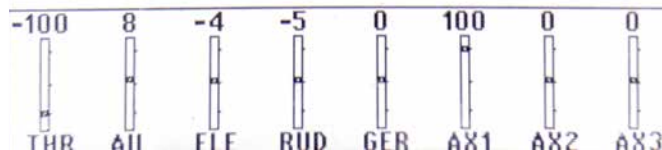
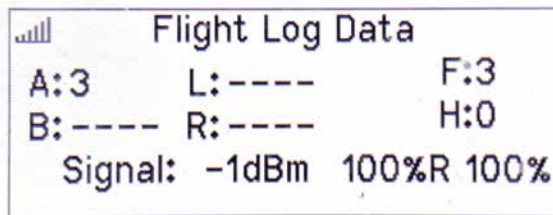
Q. Les règlements du MAAC stipulent que je devrais procéder à un test de portée (range test) avec manette des gaz au minimum à chaque jour avant le premier vol. Comment puis-je faire à l'aide d'un émetteur Spektrum?

R. Une fois la maquette retenue au sol et la fonction Throttle Cut (coupe des gaz) activée (à ON), éloignez-vous d'environ 30 mètres (100 pieds) jusqu'à un endroit où vous pouvez encore observer le débattement des gouvernes, typiquement les gressos comme les ailerons. Sur un émetteur moderne, pressez et tenez le bouton d'appariement (Bind) afin de réduire l'émission du signal vers l'émetteur (ce que vous verrez sur votre écran). Agitez lentement

## Range Test

LISTE

### REDUCED POWER

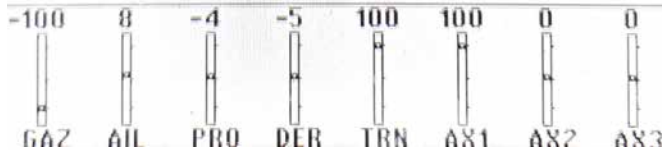


## Test Portée

LISTE

### PLEINE PUISSANCE

Distance = 30 mètres



la manette et délibérément sur toute la plage de mouvement et observez la réaction escomptée sur la gouverne. Le mouvement devrait être aussi fluide que celui de vos doigts sur la manette. N'agitez pas nerveusement cette manette.

Un bon test de portée (à 30 mètres) au sol correspond à la portée aérienne (à pleine puissance) de plus de 1 km, en autant que l'antenne du récepteur ne soit pas gênée, selon l'assiette de vol, par la batterie ou par une autre composante de conductivité. Il importe de soigner l'installation de vos composantes à bord de votre maquette.

Important : Vous devez presser sur le bouton ou l'interrupteur et le TENIR en mode de puissance réduite. Une fois que vous aurez relâché, l'émetteur retourne en mode de pleine puissance et sort, pour ainsi dire, du mode Range Test.

Tous les émetteurs ne fonctionnent pas de la même façon. Sur un émetteur bas de gamme comme les DXS, on déclenche le mode Range Test en tenant le bouton d'appariement tout en actionnant à quatre reprises - en l'espace de 10 secondes - l'interrupteur

*suite à la page 56*





## Nigel Chippendale - 3778

Committee Chair  
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As Chief Flying Instructor for our club, I spend a fair bit of time solving problems relating to electric flight and radios. I thought some of the more frequent questions might be worth sharing more generally.

Q. I usually fly until the motor starts surging (or slows down). Why are my batteries swelling and delivering less power?

A. Low Voltage Cutoff (LVC) is NOT the signal to land. It is a means to limit battery damage if you inadvertently fly too long. Every time LVC happens, the battery loses useful life. The eventual result is swelling ("puffing"), loss of ability to deliver power, and premature death.

Always time your flights (or use telemetry) and land before you get near to LVC. Hitting LVC is a big mistake.

Q. My AeroScout (or other Horizon Hobby trainer) seems to be stuck in Beginner (SAFE) mode.

A. It's very likely that Ax1 (channel 6) is triggering the full-time Panic Recovery mode, which is easily mistaken for Beginner

mode. Look at the monitor screen; with the Bind button NOT pressed, Ax1 should be at +100%. If it's at -100%, the channel is somehow reversed. Review the instructions for setting up your model and you'll likely discover a simple error.

While you're at it, check that Gear (channel 5), usually on Switch B, gives +100%, 0%, -100% to control the Flight Mode (Beginner, Intermediate, Experienced, respectively).

Note: The old Apprentice S with E-Flite SAFE receiver worked the opposite way. It used +100% to trigger Panic. Therefore, for the old Apprentice S with the button NOT pressed, Ax1 should be showing minus 100%.

Q. MAAC rules say I should do a reduced power Range Test each day before the first flight. How do I do that with a Spektrum transmitter?

A. With the model secured and Throttle Cut ON, walk away about 30 metres (100 ft) to a place where you can still see the movement of a large control surface, typically the ailerons. On a computer transmitter, press and hold the Bind button to reduce the transmitter output power (as shown onscreen). Move the relevant stick slowly and deliberately through full travel

each way and watch the corresponding motion control surface motion. It should track the motion of the stick smoothly. Don't just wiggle the stick rapidly.

A successful range test at 30 metres on the ground corresponds to range in the air at full power of well over 1 km, provided the receiver antenna is not blanked in some attitudes by the battery or other conductive item. Proper installation matters.

Important: You must push and HOLD the button or switch to stay in reduced power mode. Once you release it, the transmitter returns to full power and exits Range Test mode.

Not all transmitters work the same. On a basic transmitter such as the DXS, Range Test mode is entered by holding the Bind button while flipping the dual rate switch four times within 10 seconds. If in doubt, check the manual.

Understand that when testing range, you are just looking to check that a solid control link exists. This is not the time to be worrying about how the various controls work, but simply that they do work. Save your detailed testing of the control set-up for when you can observe the model properly.

*continued on page 57*

# GROSSES MAQUETTES



## Philippe Dessureault - 68233

Chef de Comité  
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C'est la saison de vol! Allons au terrain!  
Si seulement c'était si facile... certains d'entre nous avons un projet sur l'établi ou avons acquis un gros projet.

John Horner (MAAC 61633) de la Leduc Alberta Radio Control Society a fait l'acquisition du magnifique L4 Piper Cub de Bill Hempel.

Il s'agit de la version militaire du

populaire J-3 Cub. Cette nouvelle maquette est dotée de la surface arrière vitrée, comme le véritable appareil. La livrée vert et grise lui donnera fière allure à chaque fois que cette maquette volera. Apportez-la à votre rassemblement préféré de warbirds et amusez-vous ou encore, faites-la voler pendant un Fun-fly!

Moteur : 100-120 cc  
Envergure : 14 pieds (168 pouces)  
Longueur : 9 pieds et 10 pouces (118 pouces)  
Poids : 40 livres  
Servos : 11 à 14 en tout

Un moteur rcgf Stinger de 125 cc propulsera le L4. Un système Frsky x2os assurera le contrôle et 13 servos hv Kingsmax s'en chargeront; un système Advanced Radio extreme rss sera embarqué, de même qu'un AR ibec pour l'interruption contact. Des batteries ion 2s AR de 6 400 mAh assureront l'alimentation électronique.

Quel beau projet! J'ai très hâte de voir ce monstre en l'air. Félicitations, John!

Si quelqu'un d'autre voulait soumettre des détails de son projet, sentez-vous bien à l'aise de m'envoyer un courriel. ✨

## Maquettes RC électriques

*suite de la page 54*

consacré aux dual rates. Si vous doutez de la procédure, consultez le manuel de l'utilisateur.

Comprenez bien que lorsque vous effectuez un test de la portée, vous ne cherchez qu'à vérifier la bonne connexion électronique (entre émetteur et récepteur embarqué). Ne perdez pas de temps à vous soucier du mode de fonctionnement des divers boutons... assurez-vous tout bonnement que tout fonctionne. Vous pourrez tester vos réglages lorsque vous serez en mesure d'observer votre maquette de plus près.

Q. Les règlements du MAAC requièrent aussi que je fasse l'essai du mode antidéfaillance (FailSafe) quotidiennement. Comment puis-je procéder?

R. Chez les émetteurs de marque Spektrum, le mode FailSafe active la fonction des gaz ou toutes les voies (channels) – selon le type de récepteur et votre configuration – pour se placer à des positions qui ont été déterminées au moment de faire l'appairage. Le gaz, c'est la voie critique, d'un point de vue

sécurité; le moteur doit s'arrêter avant que le signal ne soit perdu. Il importe que vous vous assuriez que votre manette des gaz soit placée tout à fait en bas lorsque vous refaites l'appairage.

Pour tester le mode antidéfaillance, assurez-vous que votre maquette soit bien ancrée au sol et ensuite, faites tourner le moteur à bas régime. Maintenant, « éteignez » votre émetteur (à « off »). Le moteur devrait s'arrêter en l'espace d'une seconde ou deux.

D'autres marques d'émetteur gèrent la fonction antidéfaillance différemment. Vérifiez soigneusement le manuel d'utilisateur pour y lire les détails, mais la raison d'être du test de portée demeure la même.

Ce ne sont pas tous les émetteurs qui offrent cette fonction FailSafe, mais si le vôtre en est doté, le MAAC stipule que vous devez vous en servir et d'en faire l'essai avant d'effectuer votre premier vol de la journée. ✨



## R/C LARGE MODEL



Here is my newest acquisition, built by Famous Pilot / Builder Scott Crosby. A Fokker DVIII Powered by Zenoah G62 with gear reduction. / Voici ma plus récente acquisition, qu'a construite le pilote et modéliste virtuose Scott Crosby : un Fokker D-VIII mû par un Zenoah G62 réduit.

### Philippe Dessureault - 68233

Committee Chair  
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Its flying season! Let's go flying!

If it was only so easy... some of us still have project on the table, or newly acquired project, big project.

John Horner, MAAC # 61633 from the Leduc Alberta Radio Control Society, acquired this awesome L4 Piper Cub from Bill Hempel.

This is the military version of the popular J-3 Cub. This new model has all the rear glass just like the real version. The popular Green and Grey scheme will make this airplane look great on any day of flying. Take this airplane to your favorite war bird fly-in and have a blast or just fun fly on any great weather day!

Engine: 100-120cc  
Wing Span: 14 feet (168")  
Length: 9' 10" feet (118")  
Weight: 40 pounds  
Servos: 11-14

The L4 will be powered with a rcgf stinger 125c and controlled with a Frsky x20s and 13 Kingmax hv servos with an Advanced Radio extreme rss power system, AR ibec for ignition cutoff, and 2s AR 6400mah lions for for electronic power

That is a sweet project!! Can't wait to see this monster in flight, congrats John!

If anyone would like to submit their large project, feel free to shoot me an email. ✨

### RC Electric

from page 55

Q. MAAC rules also tell me to test Failsafe each day. How do I do that?

A. With Spektrum radios, Failsafe causes either just the throttle or all the channels (depending on receiver type and set-up) to go to positions pre-set at time of bind. Throttle is the critical channel from a safety point of view; the motor must shut off when signal is lost. It is therefore vital to make sure the throttle stick is at full low when rebinding after setting up the radio.

To test Failsafe, make sure the model is well restrained, then

set the motor running at fairly low speed. Now shut off the transmitter. The motor should stop within a second or two.

Other brands of radio manage Failsafe differently, so check the manual for specifics, but the essence of the test remains the same.

Not all radios offer Failsafe, but if yours does, MAAC requires that you use it and test it before flying. ✨

# ACROBATIE DE PRÉCISION (VOLTIGE)

Paul Brine - 22685

Chef de Comité

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J'espère que tout le monde a connu un bon départ de saison de vol et que vous profitez de l'été. Je ne peux vous offrir un compte-rendu de concours et c'est improbable que nous en discuterons, cette année.

Dans une chronique précédente, j'ai traité de vous lancer en compétition au sein de la catégorie de base, la Sportman. Peut-être en êtes-vous rendu au-delà ou que vous cherchez un défi plus corsé, pourquoi ne pas essayer la séquence Intermediaire?

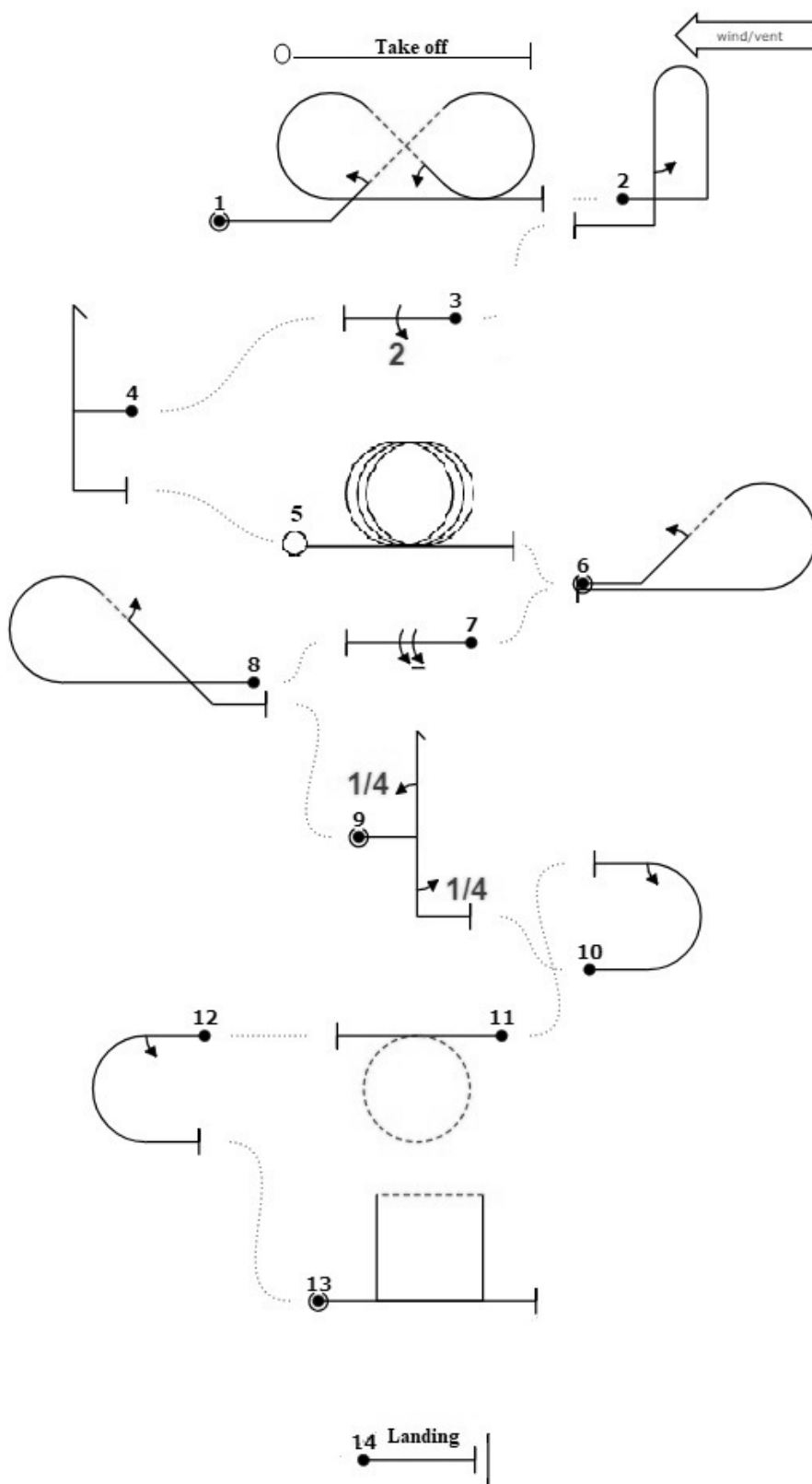
Il s'agit de la prochaine catégorie et comporte une séquence entière qui doit être exécutée de façon continue, et ce, à l'intérieur de la boîte imaginaire. Aucune possibilité de marquer une pause hors de la boîte afin de reprendre votre souffle ou de vous réorienter. On peut d'ailleurs exécuter cette séquence sous l'actuel plafond des 400 pieds.

Vous n'avez pas besoin d'utiliser une maquette de voltige; une maquette sportive suffira, bien que les règlements limitent ses dimensions à une envergure de deux mètres, à une longueur équivalente et à un poids maximum de 5 kg (avant carburant ou batteries). Les directeurs de concours jouissent de l'option d'autoriser des maquettes plus imposantes au sein de cette catégorie, afin de mousser l'intérêt pour la compétition.

En catégorie Intermediaire, le facteur « K » devient important. Chaque manœuvre est assujettie à une valeur « K », une mesure de la difficulté inhérente à la manœuvre. Le juge assigne un score (entre 0 et 10) à chaque manœuvre individuelle et le multiplie par un facteur « K » afin de déterminer le pointage final. Ces scores de manœuvres individuelles sont alors additionnés afin de préciser le pointage du vol.

À mesure que vous progressez au sein des catégories, les facteurs « K » augmentent pour chaque manœuvre et le total des séquences s'accroît, ce qui reflète la difficulté. Vous pouvez aisément vous l'imaginer : un score plutôt bas ou un « 0 » après une manœuvre de facteur « K » élevé

*suite à la page 64*





# R/C PRECISION AEROBATICS



Both of these models have been used to fly Intermediate. / Ces deux maquettes ont été utilisées en compétition Intermediaire.

## Paul Brine - 22685

Committee Chair

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I hope everyone has had a good start to the flying season and is enjoying the summer. There are no contests to report on as it is unlikely that we will be able to hold any, this year.

In a previous column, I talked about getting started and the Sportsman entry-level class. If you have mastered that or are just looking for something a bit more challenging, why not try flying the Intermediate sequence?

Intermediate is the next class up and is a full turn-around schedule flown as a continuous sequence in the box. There are no out of the box breaks to catch your breath and get reoriented. This sequence can also be flown under our current 400-foot AGL altitude limit.

A dedicated pattern plane is not needed as it can be flown by an aerobatic sport plane, although the rules limit the size of the model to two metres in wingspan, two metres in length with a maximum weight of 5 kg without fuel or batteries. Contest Directors do have the option to allow larger models to be flown in Intermediate, in an effort to stimulate interest.

In Intermediate, the K factor starts to become important. Every manoeuvre is assigned a K value which is a measure of the difficulty of the manoeuvre. The score assigned by the judge (between 0 and 10) for each individual manoeuvre is multiplied by the K for that manoeuvre to determine the final score. The individual manoeuvre scores are then added to determine the score for the flight.

As you advance through the classes, the K factors for manoeuvres increase and total for the sequences increase, reflecting the increasing difficulty. As you can imagine, getting a low score or zeroing a high K factor manoeuvre really hurts the total flight score.

Takeoff direction is dictated by wind direction and is the pilot's choice and sets the direction for all other manoeuvres in the sequence. There is an unscored downwind trim pass and turnaround after the takeoff to position the model to enter the box.

There is another unscored downwind pass after exiting the

box to position for landing. Once you have exited the box, you can proceed immediately to set up for the landing. There is no requirement to fly a circuit. The direction for the landing is determined by takeoff direction. Losing track of where you are going and doing a quick 180 after exiting the box and landing on the closest end of the runway will result in a zero landing score.

That's all for now. Exiting the box.

## INTERMEDIATE SEQUENCE

Manoeuvre		K
Takeoff		1
Enter the Box		
Reverse Cuban 8	Upwind	2
Pull Push Pull Humpty Bump,		
1/2 Roll Down	Turnaround	2
2 Point Roll	Downwind	2
Stall Turn	Turnaround	1
3 Inside Loops	Upwind	3
Half Reverse Cuban 8	Turnaround	1
2 Horizontal rolls	Downwind	2
Half Cuban 8	Turnaround	2
Stall turn w 1/4 rolls up and down		
(centre manoeuvre)	Upwind	2
Immelmann turn	Turnaround	2
One Outside Loop	Downwind	2
Split S	Turnaround	2
Square Loop	Upwind	2
Exit the Box		
Landing		1

Manoeuvre descriptions and scoring downgrades are available in the Precision Aerobatic rules and other supporting documents. The rulebook can be found on the MAAC website and also on the F3A Canada website.

Just a reminder that in Canada, we have our own rules and sequences that are used. The American sequences and scoring as found on the NSRCA and AMA websites are not used here. ✈

# COURSE AUTOUR DE PYLÔNES

## Roy Andrassy - 10064-L CD

Chef de Comité

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### VENDETTA

Bonjour, amateurs de course autour de pylônes. J'espère que la pause hivernale vous a permis de créer de nombreuses maquettes. Je me trouvais à Phoenix au cours de l'hiver et j'en ai moi-même créées.

En premier lieu, j'annonce une toute nouvelle maquette coucou de guerre (warbird) tout composite : le Vendetta RV1 d'Harold Sattler. Ce nouvel appareil de course peut être muni d'un train d'atterrissage escamotable, d'un servo en milieu de panneaux d'ailes ou de deux servos d'aileron (montés dans chaque panneau extérieur); on peut aussi doter cet appareil d'un moteur électrique ou de moteurs à deux ou quatre temps (catégories or ou argent de la course de coucous de guerre).

La maquette est très résistante en raison de la fibre de carbone. Le fuselage incorpore un nouveau produit : le Lantor Soric, d'une épaisseur de 2 mm. Grâce à de nouvelles techniques et à de nouveaux matériaux, Harold est en mesure d'aspirer la résine d'époxy excédentaire en cours de fabrication sous vide. Résultat : la cellule est ultralégère.

L'avion vole merveilleusement bien et se comporte comme un gros appareil de Q40. J'adore mon nouvel oiseau et je m'en procurerai assurément d'autres. Vous pouvez communiquer avec Harold – sath@sasktel.net – afin d'obtenir d'autres détails.

### CONCOURS DE SAN GABRIEL

En avril, je me suis rendu au concours de Q500/Q40 au terrain des San Gabriel Valley Flyers à Los Angeles (Californie). La météo était sensationnelle et nous avons eu beaucoup de plaisir, mais j'ai remarqué que les moteurs Jett Q500 de certaines maquettes étaient disposés différemment. J'ai consulté Dub Jett et voici ce qu'il m'a répondu : le moteur de certaines des premières maquettes de Q500 était monté plus haut (exemples : V Gun, Sling Shot, Ninja I) par rapport à la ligne centrale du fuselage. Cela accroît la hauteur du venturi relativement au réservoir, ce qui réduit la pression hydrostatique du carburant dirigé vers le venturi, ce qui n'est pas désirable. Les maquettes subséquentes de Q500 (exemples : le Vortex, le Ninja II) voyaient leur moteur monté plus bas par rapport à la ligne centrale du fuselage, ce qui augmentait la pression hydrostatique du carburant expédié au venturi.

La rotation « standard » du moteur (plaque arrière carrée) était de 5 degrés vers le bas (depuis l'horizontale). Un autre support moteur carré est disponible; celui-ci force une rotation du moteur de l'ordre de 25 degrés vers le bas (depuis l'horizontale). Cela place le silencieux au centre-bas du fuselage de Q500. Cela abaisse aussi le venturi et contribue à abaisser le « point de référence », où entre le flot d'air du venturi. Cela a le même résultat que de « soulever le réservoir de carburant » ou d'accroître la pression hydrostatique du carburant dirigé vers la vanne à pointe (needle valve). Potentiellement, cela permet aux modélistes de régler leur vanne au sol plus près des tours-minute optimaux du moteur, avant même la course. Cette plaque-support n'augmente PAS la



Roy's Vendetta, with the bright orange colour scheme, ready for a maiden voyage. / Le Vendetta de Roy, en livré orange vif, fin prêt à effectuer son vol inaugural.

performance du moteur de quelque façon que ce soit. Le support à angle de 25 degrés fonctionne mieux à bord de maquettes de Q500 plus anciennes, où le moteur était auparavant monté plus haut, par rapport à la ligne de référence du fuselage. Le moteur ainsi positionné contribue ainsi à réduire la quantité de pesée montée sur l'aile gauche, normalement utiliser pour équilibrer la maquette. La petite victoire est double. Merci, Dub, de continuer à améliorer – et d'ajouter à – la gamme de vos produits fantastiques.

Pour plus de détails, communiquez avec Dub : dubjett@gmail.com.

### LOREN UTHOFF

Sur une note plus triste, je dois vous rapporter le décès d'un autre modéliste adepte de la course autour de pylônes. Loren Uthoff, de Phoenix (Arizona), s'est éteint il y a quelques jours après une chute dans un terrain de stationnement, moment durant lequel il a subi une très grave blessure à la tête. Loren livrait combat au sein des catégories bronze et argent des warbirds. C'était un modéliste aussi respecté que talentueux. Il prêtait souvent main-forte lors des courses autour de trois pylônes. Nous allons nous ennuyer de lui. C'était un homme bon. La communauté d'adeptes transmet ses sincères condoléances à sa femme Terri ainsi qu'à sa famille. Reposez en paix, Loren.

C'est tout pour ce compte-rendu. Pilotez rapidement et virez sur la gauche. Volez beaucoup puisque cela vous garde jeune. (Mmmmm, mmmm!) ✈



## R/C PYLON

### Roy Andrassy - 10064-L CD

Committee Chair

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### VENDETTA

Hello, pylon racing fans. I hope that the winter break has allowed you to create multiple new pylon aircraft. I was in Phoenix during the winter months and yes, I managed to create lots of go-fast-and-turn-left airplanes.

First of all, I would like to announce a new all-composite warbird racing airplane: the Harold Sattler Vendetta RV1 airplane. This new racer has provisions for retractable landing gear, one aileron servo in the middle of the wing or two aileron servos (each mounted in the outboard region of the wings), can be set up to accommodate electric motors or YS four-cycle engines or two-cycle engines to be run in the gold or silver classes of warbird racing.

The model is super strong with lots of carbon fibre. The fuselage incorporates a new product; Lantor Soric material which is 2 mm thick and super tough. New techniques and materials allow Harold to vacuum out all the excess epoxy resin during the vacuum bagging procedure. The result is a super lightweight and strong structure for the wing, fuselage and tail feathers.

The plane flies great and manoeuvres like a large Q40 racing plane. I love the bird and will be getting more for sure. Contact Harold Sattler for details: [satth@sasktel.net](mailto:satth@sasktel.net)

### SAN GABRIEL CONTEST

In April, I attended the Q500/Q40 contest at the San Gabriel Valley Flyers field in Los Angeles, California. The weather was great, and we had lots of fun but one thing I noticed for sure was that the Jett Q500 engines on some of the models were rotated more than usual. I consulted with Dub Jett on this matter, and this is what he said: some of the early Q500 models had the engine mounted higher (V Gun, Sling Shot, Ninja I) with respect to the center line of the fuselage. This increases the height of the venturi relative to the tank, effectively reducing the pressure head of the fuel delivered to the venturi, which is undesirable. Later Q500 models (like the Vortex, Ninja II) had the engine mounted



Roy and Tony with Gold racers in Sacramento, California. This is a picture of the first race the "orange" Vendetta flew in. Lots of interest from the California Warbird racers. / Roy et Tony avec leurs maquettes (catégorie Gold) à Sacramento (Californie). C'est une photo de la première course qu'a disputée le Vendetta « orange ». Les concurrents de warbirds californiens l'ont beaucoup remarqué.



IA Jett 426 engine with original square back plate. Please note the standard engine rotation of 5 degrees down from level. / Le moteur IA Jett 426 muni de la plaque arrière carrée originale. Notez la rotation « standard » de 5 degrés du moteur (par rapport à l'horizontale).

lower with respect to the center line of the fuselage, effectively increasing the pressure head of the fuel delivered to the venturi.

The standard engine rotation with the square back plate mount was 5 degrees down from horizontal. Another square mount is available that rotates the engine 25 degrees down from horizontal. This places the muffler at the bottom center of the Q500 fuselage. It also effectively lowers the venturi somewhat and thereby helps to lower the "effective reference point" where the fuel enters the airflow of the venturi. This is like "raising the fuel



This is a picture of the 25-degree engine rotation mount. Note that the lower left mounting hole is not accessible because the cylinder is in the way. Also note that an additional 6-32 attachment hole is provided for a fourth bolt, if a person wanted to use it.

Voici une photo de la rotation à 25 degrés du support moteur. Notez que le trou d'installation au coin inférieur gauche n'est pas accessible parce que le cylindre est dans le chemin. Notez aussi qu'un trou supplémentaire de fixation (6-32) est offert pour un quatrième boulon, si quelqu'un voulait l'utiliser.

tank" or increasing the pressure head of the fuel delivered to the needle valve. This potentially allows people to set their ground needle setting closer to peak RPM of the engine prior to a race. This back plate does NOT increase the performance of the engine in any way. The 25-degree motor

*continued on page 64*

# COPIES VOLANTES TÉLÉCOMMANDÉES



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Chef de Comité

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## L'ÉTÉ EST ARRIVÉ!

J'ai peine à me souvenir d'un hiver aussi long que celui-ci... J'ai été fort occupé dans l'atelier et j'ai terminé quelques projets qui devront prendre la voie des airs pour les réglages... J'ai bien hâte! J'espère que le temps que vous avez consacré dans votre atelier ait été productif et que vous avez été en mesure de vous concentrer, malgré les développements que nous connaissons au MAAC.

Rassemblements de copies volantes

Les Fun-flies et les compétitions de copies volantes... pouvons-nous encore en organiser? OUI, nous le pouvons! Nous devons cependant observer des consignes. Vous pouvez organiser un tel rassemblement et l'annoncer. L'annonce doit préciser que ce rassemblement/concours est ouvert aux membres du MAAC, seulement. Le public n'est pas admis. Cet événement est considéré comme étant « à l'interne » et non un spectacle aérien. Voilà pourquoi le public n'est pas admis. Vous devrez continuer d'observer le Code de sécurité du MAAC, les règles de la Partie IX de Transports Canada (le Règlement de l'aviation canadien) ainsi que les exigences propres au club et du MAAC.

## HURRICANE

Le Hurricane de Vailly est maintenant peint et les graphiques (de Callie) ont été appliqués. Pour fixer le centre de gravité, j'ai dû ajouter 5 livres de plomb à la cloison moteur. Malgré cela, le poids est monté à 32 livres. Les modélistes qui connaissent ce design m'ont

*suite à la page 64*





## R/C SCALE



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418-296-8791 | crosby.scott@rocketmail.com

#### SPRING IS HERE!

I cannot remember a longer winter than this last one... I have been busy in the shop and have completed a few projects that need test flying and trimming... Looking forward to that! I hope that your time in the shop this winter was productive and that you were able to stay focused after all the developments in and around MAAC.

#### Scale Events

Scale Fun Flies and Scale competitions, can we still have them? YES, we can! There are some stipulations though and those must be followed. You can have a Scale event and advertise that event. The advertisement must say that the event is open to MAAC members only. Public spectators are not allowed. This is



considered an internal MAAC event and not an airshow. This is why it is not open to the public. You must also continue to follow the MAAC Safety Code, Transport Canada Part IX rules and regulations and that field's particular MAAC SOC requirements.

#### HURRICANE

The Vailly Hurricane is now painted, and the Callie Graphics have been applied. To achieve the required centre of gravity, I needed to add 5 pounds of lead to the firewall. Even after that, the AUV came in at 32 pounds. I have been told this is considerably light in Vailly Hurricane circles, so I am confident the VVRC 60RA will be more than up to the task of pulling this 1/4.5 scale model around the skies.

In compliance with TC Part IX regulations, I have put the Hurricane's TC registration number just below the scale full-size

registration number. I found this to be an acceptable position, I've also done this on my Hangar 9 Spitfire.

In the very near future, the Scale Committee will be reviewing the placement of model-required registration numbers and how that will or will not affect judging for colour and markings.

#### ONLINE TIPS

I'm always looking at YouTube for better ways of building and detailing scale models, some of the channels are truly inspiring! Chris Doing R/C is one channel I stumbled across that really caught my attention. Chris lives in Norway and the way he challenges things are more in line with the average scale modeler.

He doesn't have fancy expensive tools and paints with rattle cans, but the results are amazing! Check out his CARF Spitfire rebuild series; I guarantee you will be just as impressed with Chris's videos as I am.

It always amazes me that no matter what country they live in, scale modelers always have tons in common! Keep up the great work Chris!

Have a GREAT flying season everyone and ALWAYS remember to have fun and be safe out there! ✈

confié que c'est encore léger. J'ai confiance que le moteur VVRC 60RA arrivera à faire grimper et voler cette maquette à l'échelle 1/4.

Histoire de me conformer aux règlements de la Partie IX, j'ai placé le numéro d'immatriculation de TC tout juste dessous le numéro qui apparaissait sur le véritable appareil. Je crois que cette installation est acceptable et c'est aussi ce que j'ai fait sur mon Spitfire (du fabricant Hangar 9).

Dans un avenir rapproché, le Comité des copies volantes examinera la disposition des numéros d'immatriculation dorénavant obligatoires et si, oui ou non, cela affectera les juges qui scrutent toujours les couleurs et l'identification des maquettes.

### ASTUCES EN LIGNE

Je regarde toujours des extraits YouTube afin de déceler de meilleures façons de construire et de reproduire la livrée de copies volantes et je peux vous dire que certains d'entre eux ont de quoi inspirer! Le canal Chris Doing R/C est l'un de ceux que j'ai découverts par hasard et qui a attiré mon attention. Chris habite la Norvège et sa façon d'aborder les défis de construction ressemble aux situations que vivent les modélistes normaux.

Il ne dispose pas d'outils exotiques ou dispendieux et peint à l'aide de canettes à bille... mais les résultats ont de quoi vous laisser bouche bée! Jetez un coup d'œil à sa série sur la reconstruction du Spitfire (de CARF); je vous garantis que vous serez tout aussi impressionné que moi.

Ça me fascine toujours que peu importe le pays où habitent les constructeurs de copies volantes, ils ont bien des choses en commun! Continuez le beau travail, Chris!

Passez une saison de vol FORMIDABLE et rappelez-vous de TOUJOURS vous amuser et de faire évoluer vos maquettes en toute sécurité! ✈

### R/C Pylon

from page 61

mount works best in older Q500 models where the engine was mounted higher with reference to the centre line of the fuselage. The rotated engine also helps to reduce the amount of left-wing tip weight that is required to laterally balance the model. A double win. Thanks, Dub, for continuing to improve and provide variety with your fantastic products.

Contact Dub Jett for details: [dubjett@gmail.com](mailto:dubjett@gmail.com)

### LOREN UTHOFF

On a sad note, I would like to report that we have lost another pylon racing modeller. Loren Uthoff, from Phoenix, Arizona, passed away a few days ago after a freak fall in a parking lot resulting in a very severe head injury. Loren flew in the bronze and silver warbird racing series classes. He was a well-respected and talented modeller. He often helped at some of the 3-pole pylon racing events. Loren will be missed. He was a good man. The pylon community wishes to extend our sincere condolences to Loren's wife, Terri, and his whole family. Rest in peace, Loren.

That's it for this report. Fly fast and turn left. Fly lots, it keeps you young. (Mmmmmmmmm,mmmmmm!!!!) ✈

nuira à votre pointage total du vol.

La direction du décollage est dictée par la direction du vent et le pilote a le choix de déterminer la direction à utiliser, ce qu'il devra maintenir pour toutes les manœuvres de la séquence. Deux situations ne sont pas évaluées : une passe vent arrière afin d'effectuer des réglages ainsi que le demi-tour après le décollage afin de positionner la maquette à l'entrée de la boîte imaginaire.

Vous aurez droit à une autre passe vent arrière non comptabilisée à la sortie de cette même boîte, le temps d'aligner votre maquette pour l'atterrissage. Une fois que vous aurez fait sortir votre avion de la boîte, vous pouvez vous aligner immédiatement pour l'atterrissage. Vous n'avez pas à effectuer un circuit. La direction de l'atterrissage est dictée par la direction que vous avez utilisée au décollage. Vous recevrez un pointage «zéro» si vous perdez l'orientation et que vous faites exécuter un virage à 180 degrés à votre maquette en sortant de la boîte et en atterrissant à l'extrémité rapprochée de la piste.

C'est tout pour l'instant. Je sors de la boîte...

### SÉQUENCE INTERMÉDIAIRE

(Puisque les adeptes disputent souvent un concours ailleurs au Canada ou à l'étranger, la rédaction conserve ce vocable qui leur est familier.)

Manoeuvre		K
Takeoff		1
Enter the Box		
Reverse Cuban 8	Upwind	2
Pull Push Pull Humpty Bump,		
1/2 Roll Down	Turnaround	2
2 Point Roll	Downwind	2
Stall Turn	Turnaround	1
3 Inside Loops	Upwind	3
Half Reverse Cuban 8	Turnaround	1
2 Horizontal rolls	Downwind	2
Half Cuban 8	Turnaround	2
Stall turn w 1/4 rolls up and down		
(centre manoeuvre)	Upwind	2
Immelmann turn	Turnaround	2
One Outside Loop	Downwind	2
Split S	Turnaround	2
Square Loop	Upwind	2
Exit the Box		
Landing		1

Les descriptions de manœuvre et la diminution du pointage sont disponibles auprès des règlements de voltige et d'autres documents en appui. Vous trouverez le livret des règlements au site Web du MAAC ainsi qu'au site Web de F3A Canada.

Je vous rappelle qu'au Canada, nous possédons nos propres règlements et séquences. Les séquences américaines, elles, ainsi que le pointage sont aisément trouvables auprès de la NSRCA et de l'AMA (par l'entremise de leur site Web respectif), mais nous ne les utilisons pas ici. ✈



## Remembering Jack Oster

A Control line Sport Modeler Extraordinaire

Jack Oster was introduced to control line modeling by his father in the early 1950's. Bruce Duncan recalls meeting Jack and his father, Pop Oster at one of the VGMC functions in 1953. It was about this time that Jack applied for his Model Aeronautics(MAAC) Membership and he has held MAAC No. 613 which is no doubt one of the lowest long-term memberships in British Columbia which represents not less than 69 years in the control line hobby !!!

Jack built and flew many planes in numerous events including Old Time Stunt as it was flown in the 1950's and 1960's, VGMC 33 1/3 originality event, and Sport Racing. Jack seldom practiced the O.T.Stunt pattern just before the contest event, like so many other flyers did. He would stand and watch the other flyers practicing and he admitted that he enjoyed watching them "perfect their errors" in the various manoeuvres. He would then take his official flight and invariably succeed in finishing in the winner's circle !

I particularly recall that In the 1980's when "Nostalgia 15 Sport Racing" was introduced using Fox 15BB Schneurle engines mounted in Flight Streak Jr. and Ringmaster Jr. profile planes, wherein we flew 4-up final races after the preliminary eliminations. You could bet your money that Jack would be in the final. Somehow, Jack knew how to "break in" those new Fox 15BB Engines and inevitably Jack's plane was likely to be the first in the air with speed! Somehow, I suspect that particular engine of Jack's was factory-tuned and broken in, and was likely "running-in-the-box" when Jack purchased it! Only Jack knows for sure - but he would never admit it ? !!!

Jack excelled as a "laid-back" relaxed control liner who really enjoyed the sport. He especially enjoyed helping new flyers entering the hobby, and was superb in quietly promoting the hobby that he personally enjoyed throughout his life.

Somehow, I just know that somewhere in Heaven, St.Peter prepared a special flying field with a beautifully paved circle and the site featured Jack Oster's Name & his MAAC No. 613 at the entrance.

God Bless you Jack ---we will all miss you !

Henry Hajdik- On behalf of all PAC & VGMC Members.

## In Memory of Geoff Higgs

A beloved father, stepfather, grandfather, great grandfather, brother, and friend, passed away peacefully at Oakwood Park Lodge on May 4, 2023, in his 90th



year. Born in Southport, England December 6, 1933, Geoff moved to Canada in 1968, where he made a life for himself and his family as a Machinist and Millwright.

Geoff was a passionate model airplane builder and flyer. While Geoff flew RC his real passion was control-line Stunt. Geoff flew for Great Britain at the first F2B World Championships held in Kiev Ukraine in 1962 finishing in 16th place. Geoff then represented Canada at F2B Control Line Precision Aerobatics World Championships including Utrecht Holland in 1976, Woodvale England in 1978, Massachusetts in 1984, Pecs Hungary in 1986, Blenod France in 1990, Hradec Czechoslovakia in 1992, Shanghai China in 1994 and Norrkoping Sweden in 1996.

To his flying buddies, Geoff was always willing to help build a model, work on flight trimming, coach on improving maneuver shapes, fiddle (his word) an engine to get a better run or even lend a complete model.

Geoff was generous with his time and would assist in any way he could. An excellent judge, Geoff would draw little notes on score sheets to let the pilots know what their shapes were looking like. He would and did lend complete models to pilots in need.

The Stunt fraternity has lost a keener, a friend, a mentor, a great builder, a smooth flier and a man that loved to be at the circle with all of us. Cheers Geoff, we will let the models fly!

✈

*C/L Precision Aerobatics* from page 51

overall decoration scheme. I also prefer to keep the decoration to the top of the model with the underside kept plain so that when flying, it is much more defined which part of the model the judges or spectators are viewing depending on whether you are flying inverted or in the middle of a manoeuvre (such as a loop).

"I also felt that adding the black and bright yellow would also help the model really stand out against any trees and greenery in the background. I am quite happy with the look of the finish so far, and I am looking forward to adding the dope for the fuselage. I plan to use a metallic green with a silver canopy.

"More photos will be taken once the finish has been completed and the model is ready for test flying. This should be an excellent model for me to keep perfecting my control line precision aerobatics flying." ✈

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with radio. Airplanes are ready to fly **FOR SALE:** y. The motor have been run-in. \$1,000 for complete package. Phone George at 705-436-22169 (Barrie, ON)

**FOR SALE:** Wood, planes, and miscellaneous parts on clearance, call for more information. New **Balsa USA 80" Spad** kit \$400.

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Bill Pottage 604-859-5943 (Abbotsford) (06/21)

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Hangar 9 RV8 ARF aircraft in 40 size. Complete with OS 82 four stroke; has Futaba R6117 receiver (2.4 GHz) and Futaba S3152 servos. Engine bench run, never flown. Asking \$400. (over \$1000. invested) Photo avail.

40 size Piper Cub with 4 Stroke engine \$300. or best offer. Photo avail.

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Location: Steinbach; MB Ph 1-204-346-4139 e-mail: edvoth@gmail.com

## Vol circulaire acrobatique suite de la page 50

des surfaces courbes. J'ai examiné notre collection de recouvrement d'Ultracote opaque et j'ai constaté que nous avions deux teintes de vert... un vert plus foncé et l'autre, plutôt turquoise. J'aimais les deux et j'ai pensé que le turquoise serait attirant s'il était dominant, avec un peu de vert plus foncé pour faire ressortir les couleurs.

« J'aimais bien une décoration asymétrique, par attirance pour une maquette aux deux côtés différents sans pour autant jurer sur l'allure générale.

Je préfère aussi garder la décoration sur le dessus (l'extrados) de la maquette et le dessous plutôt sobre; de cette façon, lorsque je la pilote, les juges et les spectateurs apercevront la partie la plus définie (nette) de la maquette, selon si l'avion se trouve en assiette inversée ou en pleine manœuvre (comme un looping).

« J'étais aussi de l'avis que l'ajout de noir et de jaune vif serait de quoi aider à distinguer la maquette par rapport aux arbres ou à la végétation, derrière. Je

suis très heureuse de la finition jusqu'à maintenant et j'ai hâte d'ajouter l'enduit-colle (les anglophones diraient « dope ») sur le fuselage. J'ai l'intention d'utiliser du vert métallique et une verrière argentée.

« Je prendrai d'autres photos de la finition, une fois ma maquette terminée et qu'elle sera prête pour le vol d'essai. Elle devrait être une maquette idéale afin de perfectionner mes vols acrobatiques. »





# COMING EVENTS

## ALBERTA - A

**JUNE 10, 2023 - SATURDAY** | 2 days | LARCS Spring Fun Fly | LEDUC ALBERTA RADIO CONTROL SOCIETY | LARCS TKACHUK FIELD | Spring Scale Fun Fly Join us at LARCS new Tkachuk Field for some flying and having fun. Dry camping on site. MAAC Members only with a TC Pilot Certificate. \$10 landing fee. Contact Mitch Bordeleau 780-573-9933 | 2023-1062 | <http://www.larcs.ca>

**JUNE 11, 2023 - SUNDAY** | 8 days | Valley of Hope Fun Fly | ROCKY BARNSTORMERS R/C CLUB | VALLEY OF HOPE | June 11, 2023 SUNDAY Fun Fly 8 days, Valley of Hope Fun Fly and Potluck Supper Saturday (June 17), Rocky Barnstormers R/C Club. Directions: Travelling east or west on Hwy54 turn north on to RR 45 for 3.4 km, turn right immediately crossing a Texas gate driving 700 meters turning left into flying site, Potluck supper on Sat. \$5. per person with funds going to Stars. Concessions on site Fri-Sun with burgers, hot dogs, pop, and

coffee. Self contained camping NC. Proof of valid MAAC required. MAAC rules apply. Contact Wil Vohs 403-588-8026 or Ray 403-845-9142 | 2023-1061

**JUNE 30, 2023 - FRIDAY** | 3 days | ALA44 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | "Special Friday" AG AIRCRAFT Come for the fellowship & flying of all types of aircraft at our field near Bawlf, AB. BQ's Available/ No Concession. Dry camping & aircraft storage/charging available on site. Contact Reg @780-679-7342 Email:blackwellreg@gmail.com | 2023-1012 | <http://www.facebook.com/AlbertasLittlestAirport/>

**JULY 06, 2023 - THURSDAY** | 4 days | Tofield Fun Fly | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | TOFIELD AIRPORT | MAAC Members are welcome to our annual Tofield fun fly. We fly off the main runway at the Tofield airport. Excellent venue for turbine and high performance EDF powered planes. See you all there | 2023-1277

**JULY 08, 2023 - SATURDAY** | 1 day | Memorial Fun Fly | NIGHT HAWK

R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | MAAC Members are welcome to come out and enjoy a great day of flying and BSing while we pay tributes to the clubs founding members. Pizza supplied, donations welcomed. | 2023-1072 | <http://www.tabernighthawks.ca>

**JULY 14, 2023 - FRIDAY** | 3 days | RPAS Flying Event | PONOKA RADIO CONTROL FLYERS ASSOCIATION | MOOSE FIELD PONOKA | Okay you passed the test, payed the fees, and filled out all the forms to keep doing what you love to do so lets do it. Open to all approved RC and Control line aircraft. Sorry this years event is open to Pilots and crews only. Free dry camping, Concession stand Saturday and Sunday. \$30.00 Steak barbeque Saturday night. | 2023-1276 | <https://www.facebook.com/ponokarcflyers>

**JULY 15, 2023 - SATURDAY** | 1 day | Summer Time Fun Fly | LETHBRIDGE ALBERTA RADIO CONTROL CLUB (LARCC) | BROXBURN FIELD | MAAC

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Members are welcome to join us for a day of flying and great conversations. Food will be available to purchase. | 2023-1075

**JULY 22, 2023 - SATURDAY** | Tentative | 1 day | Quickie 500 (AMA 426) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quickie 500 class racing. This race will follow the AMA 426 rules. All competitors welcome. Current MAAC membership required. This is the first official Quickie 500 race of 2023 for the Canadian Prairie Pylon Racing Association (CPPRA). New racers welcome.

**JULY 23, 2023 - SUNDAY** | Tentative | 1 day | Quarter 40 (AMA 422, FAI-F3T) | CALGARY MINIATURE PYLON RACING ASSOCIATION | CMPRA FLYING FIELD | Quarter 40 class racing. This race will follow the AMA 422 rules, as well planes that meet FAI-F3T specifications will be accepted. Current MAAC membership required. This is the first official Quarter 40 race of 2023 for the Canadian Prairie Pylon Racing Association (CPPRA).

**AUGUST 11, 2023 - FRIDAY** | 3 days | ERCS MAAC Members Open House | EDMONTON RADIO CONTROL SOCIETY | ERCS Bremner FIELD | This year we have decided to make this a fun fly weekend with open flying for all MAAC members! Come see ERCS's amazing Bremner field! All types of aircraft are welcome although fast flying aircraft like jets and warbirds are limited to the North-South runway. All MAAC members must comply with MAAC, TC rules and regulations. Dry camping on site. We look forward to seeing you! Note that the entry fees will be donated to the Strathcona Food Bank. Please consider bringing food bank donations with you. | 2023-1286 | <http://www.ercs.ab.ca>

**AUGUST 11, 2023 - FRIDAY** | 3 days | Valley Model Aeronautics Club Fun Fly | VALLEY MODEL AERONAUTICS CLUB | VALLEY MODEL AERONAUTICS FLYING FIELD | Valley Model Aeronautics Club Fun

Fly - August 11, 12 & 13, 2023 - 10:00 am till dusk. Free admission - Camping available (no hook ups). Potluck Supper Saturday Night - bring you own meat - barbeques on site. location 11 kilometers North of Drayton Valley on Highway #22 - On East side of Highway. For more information please contact Ken @ 780-542-7756 (kmashon@telusplanet.net) or Brian @ 780-621-3655 (bdtucker@telusplanet.net) | 2023-1083

**AUGUST 11, 2023 - FRIDAY** | 3 days | Huckfest Giant Scale Fun Fly | LETHBRIDGE ALBERTA RADIO CONTROL CLUB (LARCC) | BROXBURN FIELD | Lethbridge Huckfest Giant Scale Event. Come show your off your stuff .Hot food and cold drinks will be served. Dry Camping Is available, Some Media will be here come show your Airplanes. | 2023-1082

**AUGUST 19, 2023 - SATURDAY** | 2 days | CORN ROAST | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA invite you to our Annual Corn Roast. Celebrating the harvest at our field near Bawlf, AB. All types aircraft welcome. Activities for the family to enjoy! Dry camping, aircraft/ storage available on site. BQ's available/ No Concession. Contact Reg @ 780-679-7342 Email: blackwellreg@gmail.com | 2023-1013 | <http://www.Facebook.com/AlbertasLittlestAirport/>

**AUGUST 19, 2023 - SATURDAY** | 1 day | Taber Corn Fest Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | The clubs final fun fly for the year wraps up in celebrating the famous Taber Corn Fest. Usually the great summer weather allows excellent flying conditions and fantastic fun. Pizza supplied, donations welcomed. | 2023-1103 | <http://www.tabernighthawks.ca>

**AUGUST 25, 2023 - FRIDAY** | 3 days | Bruce Bender Memorial Scale Fun Fly | EDMONTON RADIO CONTROL SOCIETY | ERCS Bremner FIELD | Bruce Bender Memorial Scale Fun Fly. Open to

ALL SCALE AIRCRAFT. Come out and enjoy a great weekend of scale flying. Dry camping on site. Raffle, prizes, and pilots choice award for best "Scale" aircraft. Landing fee of \$10.00, Concession on site, Bonfire every night. Current MAAC membership and RPAS Certification required to fly. Contact Scott Crosby 780-220-1195 or Rick Zap 780-991-1000 for more info | | 2023-1281 | <http://www.ercs.ab.ca>

**SEPTEMBER 09, 2023 - SATURDAY** | Tentative | 2 days | WESTERN CANADA FINALS | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | Pilots meeting 8:00 AM, wheels up 8:30 both days. Lunch will NOT be provided or available Landing Fee; \$30 IMAC members, non members \$40, Novice and first time Basic are free MAAC or temporary membership required for all pilots Dry camping allowed, Friday is available for practice Standard sequences for all IMAC levels Accommodations available in south Calgary Field Gate at the intersection of Range Road 283 & Township Road 232 Event conducted in compliance with all Health requirements Please register early, updates will be sent to attendees We are hoping all our American Friends attend | <http://www.scrmc.ca>

**SEPTEMBER 09, 2023 - SATURDAY** | 1 day | ERCS electric fun fly | EDMONTON RADIO CONTROL SOCIETY | ERCS Bremner FIELD | Come on out for a day of flying all electric aircraft. No noisy gassers just us quiet electrics. Any shape and size welcome. We do require MAAC and \$5 entry fee. If you have not flown at Bremner, come on out and check out one of the nicest field around! Powered charge station available! | 2023-1105 | <http://www.ercs.ab.ca>

**SEPTEMBER 13, 2023 - WEDNESDAY** | 5 days | Fall Float Fly | MOSTLY OLD FLOAT FLYERS ASSOCIATION | CLEAR LAKE PARK | Come join MOFFA members at our Spring float fly. We fly at Clear lake North West of Barrhead. There is a well

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maintained campground, sites are \$20/night. Event is free to MOFFA members, there is \$20 fee for non-members. Excellent beach and lake to fly your favorite float planes from | 2023-1097

### SEPTEMBER 16, 2023 - SATURDAY

| 2 days | FALL WINDUP | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA invite you to come the Fall Windup at ALA, near Bawlf, AB. Dry camping, aircraft storage/charging available on site. No Concession. Contact Murray @ 306-821-2385 Email: snaproll647@gmail.com | 2023-1014 | <http://www.Facebook.com/AlbertasLittlestAirport/>

### SEPTEMBER 30, 2023 - SATURDAY

| 2 days | Fall Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | Sept 30, 2023, 2 days Fall Fun Fly, Rocky Barnstormers R/C Club at the Rocky Barnstormers Main Field, 1/2 mile south then 1/4 mile west of RMH. Pot luck supper Sat night. Free flying and free self contained camping. Concession both days. Proof of MAAC Memb and rules apply. Contact Ray Brosinsky 403-845-9142. | 2023-1090

### JANUARY 01, 2024 - MONDAY | 1 day |

Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | January 1, 2024 1 day Monday Polar Fun Fly, Rocky Barnstormers R/C Club at Rocky Barnstormers Main Field 1/2 mile south, 1/4 mile west of RMH. Heated club house, coffee & cookies. Proof of MAAC and rules apply. Contact Ray at 403-845-9142. | 2024-01

## ATLANTIC - B

**JULY 15, 2023 - SATURDAY** | Tentative | 1 day | Shearwater Fun Fly / Jet Rally | SHEARWATER RADIO CONTROL FLYERS | SHEARWATER DECOMMISSIONED RUNWAY | Shearwater Fun Fly / Jet Rally. Gates open at 8am, rain date is 2023-07-16, possible night flying TBA. More info to come. | <http://shearwaterflyers.proboards.com/>

**JULY 29, 2023 - SATURDAY** | 1 day | Annual Fun Fly | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | Well, looks like most of the "stuff" is done, so it's time for a Fun Fly!!!! Thank You Loyal Fans Time to get together again and meet up with some guys we haven't seen since last

summer. Event is open to fliers of the zone who can get down here. July 29/2023with rain date July 30/23. There WILL be food, although we need a cook or some cooks. There WILL be good weather, There WILL be lots of flying. No events, just flying. For sure Bring your family. We'll have some tents up for shade, or bring your own. Our site is designated Marsh Land, so camping of any kind is not allowed. | 2023-1269 | <http://www.avonflyers.ns.ca>

### AUGUST 26, 2023 - SATURDAY |

Tentative | 1 day | Ches Lockhart Memorial Cup | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | Avon RC Fliers is hosting the fourth annual Ches Lockhart Memorial Scale Fly In! The event is August 26/2023, with a rain date on August 27, 2023. . All planes must be a recognizable scale airplane. Gas, glow, electric, any size, all are welcome as long as they are scale. There will a Pilots' Choice vote for the BEST OF SCALE. There will be a BBQ. A landing fee of \$10.00 will apply. All fliers MUST show MAAC card and their TC Pilot Certificate to be able to participate. We are located at #4499 Highway #14, past Daniel U-Pick and the winery. Flying starts at 9:00 | <http://www.avonflyers.ns.ca>

## BRITISH COLUMBIA - C

**JUNE 23, 2023 - FRIDAY** | Tentative | 3 days | Kamloops Pattern Challenge | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | 2023 Kamloops Pattern Challenge Free entry for first time flyers, any plane will do. Pilots will be able to arrive on Wednesday and practice Thursday & Friday. Pilots' meeting will be 9:00 am on both Saturday and Sunday morning. Campers(Dry Camping) can stay until Monday morning. We will be flying the new MAAC Precision Aerobatics schedules found here, Mark your calendars for June 23rd to June 25th 2023 for the return of the Kamloops Pattern Challenge. The contest will again be held at the Kamloops Tournament grounds north of Kamloops (5375 Yellowhead Highway, Kamloops, BC). More information, including a video of the flight area, is available at <http://f3acanada.org/canadian-precision-aerobatics-schedules/> <http://highcountryflyers.homestead.com/index.html>. There is a \$16.00 fee to camp at the grounds for the weekend, payable

to the City at the entrance pay station. The \$35.00 contest entry fee includes your flying, trophies, coffee and muffins in the morning and lunch. First time pilots fly free so we hope to see a lot <http://f3acanada.org/canadian-precision-aerobatics-schedules/> FAI pilots will decide at the pilots meeting if they will only fly P or both P and F. If you have any questions, please e-mail or call Darren [darren@valley.bc.ca](mailto:darren@valley.bc.ca) - 604-556-6146 or call Roly Worsfold at 250-374-4405. | <http://www.highcountryflyers.org>

### JUNE 30, 2023 - FRIDAY | 3 days | Summer

Fun-Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Summer Fun Fly - June 30 - July 2nd, 2023. Enjoy a fun time of flying, All Birds welcome, lots of room for Helicopters and Drones on adjacent fields. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km North of Kamloops. 5375 Yellowhead Highway GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 Dry Camping Available - day early o.k. - City of Kamloops \$16.50 for the event. Time: 08:00 AM to 05:00 PM \$10.00 'Landing Fee' waived for High Country Flyers members. Contact Person: Roly Worsfold Contact Number: 250-374-4405 Contact Email: [rolydd@telus.net](mailto:rolydd@telus.net) Event Website: <http://http://www.highcountryflyers.org/> | 2023-1070 | <http://www.highcountryflyers.org>

### JULY 07, 2023 - FRIDAY | 3 days | Scale

Fun-Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | 2023 Scale Fun Fly July 7,8 & 9th. Just bring a 'sorta scale' plane and fly. Judging will be available however not a requirement to be judged. Location: Kamloops Tournament Capital - Ranch Directions: Off Hwy 1 Take Highway 5 North from Kamloops and go about 18.5 km see sign on West Side pointing to the Kamloops Tournament Capital Ranch. South on Hwy 5 it's 18.5km north of Kamloops. 5375 Yellowhead Highway. GPS Co-ordinates: Latitude - 50.831220 - Longitude -120.289415 - Dry Camping Available - Wednesday P.M. o.k. - City of Kamloops RV parking fee; \$16.50 for the event - \$10.00 'Landing Fee' waived for High Country Flyers members. Details: <http://www.highcountryflyers.org/Activities.html> Just come and have fun and

socialize. Judges and Flyers are welcome to practice share their knowledge and learn. Contacts: Roly (250) 374-4405 | 2023-1071 | <http://www.highcountryflyers.org>

**JULY 14, 2023 - FRIDAY** | Tentative | 3 days | Logan Lake 4th Annual Fly-In | HIGH COUNTRY FLYERS | LOGAN LAKE FLYING FIELD | Annual - Logan Lake Fly-In July 14,15,16, 2023 Logan Lake, British Columbia Flying Dawn to Dusk Engine size limited to 1.20 Glow or 26cc Gas \$10.00 'landing fee' waived for High Country Flyers members. Dry Camping Available – Logan Lake Accommodations link on website poster. Come and enjoy some 'High Country' hospitality away from the heat of the valley. Directions to Logan Lake Field - GPS: 50.488659 -120.828847 Take Hwy 970 west out of town and turn left .5km before the turn towards Merritt. Take road to ball diamond - field is on the right. Contact Glenn Piper - [mgpiper@telus.net](mailto:mgpiper@telus.net) or 250-640- 8441 | <http://www.highcountryflyers.org>

**JULY 14, 2023 - FRIDAY** | Tentative | 3 days | IMAC Challenge | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | International Miniature Aerobatic Competition (IMAC)- looking for beginners any plane will do. Information is provided at the IMAC website - <https://mini-iac.org/> Contact Norm - 250-319-6742 | <http://www.highcountryflyers.org>

**JULY 21, 2023 - FRIDAY** | Tentative | 3 days | 2023 BC Scale Fun-Fly | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | 2023 - British Columbia Scale Fun-Fly - Vernon R/C Aeromodellers Society. This event will be held July 21st. - 23rd., 2023 for MAAC members only. Friday night pizza "Hangar Party" included in the registration fees for participants; the costs for family members TBA. Possible Saturday evening dinner, TBA based on the number of participants interested. Limited dry camping at the VRCAS field, 10 km's north of Vernon on L&A Cross Road off Hwy. 97 or 97A (North of Swan Lake near the highway interchange overpass) beginning Tuesday afternoon, July 18th. (first come, first serve). Look for the MAAC, aircraft/arrow signs; you can't miss it! GPS +50° 20' 47.08", -119° 15' 8.07" The event is low key fun for beginners through to expert modelers. Static displays begin Friday, 12:30pm to 5:30pm. Saturday and Sunday pilots meetings at 8:30am, with gear up at 9:00am; flying daily to 5:30pm, then until

dusk. \$40.00 CDN entry fee per model; \$10.00 off for NorthWest Scale Aero-Modellers or US Scale Masters Association members. Early pre-registration encouraged to aid with planning and camping requirements. Daily 50/50 draws. Note: A No Smoking field. Event contacts: Roly Worsfold Ph: 250-374-4405 or email: [rolydd@telus.net](mailto:rolydd@telus.net) or Mike Allman Ph: 250-938-9562 (cell: talk/text) or email: [mike.rc.allman@gmail.com](mailto:mike.rc.allman@gmail.com). Website: <http://www.vrcas.org> | 2023-22 | <http://vrcas.org>

**JULY 28, 2023 - FRIDAY** | 3 days | 100 Mile Model Flyers annual fun fly | 100 MILE MODEL FLYERS | 100 Mile Airport | The 100 mile model flyers invite you to come for a couple days of fun flying with us. All types of aircraft welcome, we have 2000 feet of paved runway at our site. All Pilots must have valid Maac . There will be dry camping in a nice grassy mowed area on site with walking trails nearby. 10.00\$ landing fee and 10.00\$ for weekend camping. Please let us know if you are planing to attend we can help with early bird camping. Contact : Bill Hood 250 397 2575 or cell 250 706 3101 John Code 250 395 1219 or cell 250 706 8305 | 2023-1271

**AUGUST 04, 2023 - FRIDAY** | 4 days | Western Canada Heli Fun-Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Event will be held, August 4,5,6,7 2023 at the Tournament Capital Ranch 15 min north of Kamloops BC. City of Kamloops camping \$16.50(dry camping). Day early ok. Contact Barry Forsyth for more info E-Mail [bares@telus.net](mailto:bares@telus.net) 778-586-1267. Helis only no airplanes please. Hotels 15 min away. Huge flying field. Night flying. Applicant | 2023-1078 | <http://www.highcountryflyers.org>

**AUGUST 07, 2023 - MONDAY** | 4 days | To Sink It float fly | BULKLEY VALLEY R/C FLYERS | DAVE HOPPER | See [bulkleyvalleyrcflyers](http://bulkleyvalleyrcflyers.com) | 2023-1081

**AUGUST 13, 2023 - SUNDAY** | Tentative | 1 day | Cam Riess Memorial Annual Float Fly | PENTICTON MODEL AVIATION CLUB | Pyramid Park | Come join PENMAC for our annual float fly on beautiful Okanagan lake. Float fly location is half way between Penticton and Summerland off HWY 97. There will be pilot prizes, raffles and other draws. Mornings at this site are usually flat calm due to its location. Looking forward to seeing you there. If you haven't been to this event put it on your bucket list for 2023. Email our club

at [penmacflyrc@gmail.com](mailto:penmacflyrc@gmail.com) with "Float fly 2023" in the subject line for more details. Hope to see you there this year. | 2023-963 | <https://www.penmac.ca>

**AUGUST 18, 2023 - FRIDAY** | 3 days | Western Canada Large Model Fly-In | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Western Canada Large Model Fly-In Hosted by: High Country Flyers & Fraser Valley Big Birds - British Columbia August 18th, 19th and 20th, 2023 - Wed. Early Flyers Welcome Warbird - Classic - Sport MAAC Large Model Rules 80 inches+ Wing Span or ¼ Scale - Bi-Planes 60 inch Come and enjoy a relaxing FUN weekend. Location: The Kamloops Tournament Capital - Ranch 5375 Yellowhead Highway GPS Coordinates: Latitude - 50.831220 - Longitude -120.289415 or: Latitude - 50° 27' 37.9583" - Longitude -120° 36' 24.3036" - \$10.00 'Landing Fee' waived for High Country Flyers members. - Dry Camping city of Kamloops: \$16.50 for event, - Covid Protocol will be followed. - Sat. supper to be arranged. Open Flying Area - No 3-D Flying (o.k. after 4PM ) Contact Roly-Ph.250-374-4405- [rolydd@telus.net](mailto:rolydd@telus.net) Website: <http://www.highcountryflyers.org/> Applicant Name: ROLY WORSFOLD MAAC #: 50286 Email Address: [rolydd@telus.net](mailto:rolydd@telus.net) Zone: British Columbia Interior / Yukon | 2023-1087 | <http://www.highcountryflyers.org>

**SEPTEMBER 01, 2023 - FRIDAY** | 4 days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | The 28th Annual Larry Christensen Memorial Fun Fly will be held at the Vernon R/C Aeromodellers Society field just north of Swan Lake in Vernon BC. Commencing at 9am Friday September 1st until Labour Day Monday afternoon. No landing fee, fee parking/dry camping available for RVs beginning Tuesday afternoon, August 29th. (first come, first serve). This is a non-smoking site. Daily 50/50 draws, on site club BBQ concession. See website [www.vrcas.org](http://www.vrcas.org) for info & location map or contact: [secretary@vrcas.org](mailto:secretary@vrcas.org) | 2023-1099 | <http://vrcas.org>

**SEPTEMBER 05, 2023 - TUESDAY** | 6 days | Fall Classic Float Fly | SHUSWAP LAKE AERO MODELERS | SANDY POINT CAMPGROUND - FLOAT PLANE FLYING SITE | Please note the below is a summary of the normal goings on but may be a little less than past years. Flying will remain the



same and we will do our best to provide "entertainment/activities" but in keeping with keeping safe, these years. Thank you for understanding! 2022 was a lot of fun AND THANK YOU to all those who attended, for your tremendous support of the event. Fun Fly 6 days SLAM FALL CLASSIC FLOAT FLY SHUSWAP LAKE AERO MODELERS Sandy Point Resort & Campground. Come share this beautiful flying site and comradery with other Pacific Northwest modelers at the largest float event in the region. Registration begins Tuesday September 5th and continues through Sunday September 10th when Raffle Prizes will be drawn for and some short remarks will be made. A retrieval boat will be available all during the event . Your \$15 'splashdown fee' includes unlimited flying at this beautiful site, pilot's prizes. We also plan a raffle with super prizes, 50/50s & more. Sandy Point Resort is located 7 km West of Salmon Arm and accepts reservations ( <https://sandyptcampground.ca/> ). Reservations should be done on their link or at <https://letscamp.ca/camps/sandy-point-campground> Regrettably, THEY DO NOT ALLOW DOGS but an adjacent campground does. Other questions Contact: [info@slams.ca](mailto:info@slams.ca) [www.slams.ca](http://www.slams.ca) or Dennis Miller at 250-515-2731 | 2023-1098 | <http://www.slams.ca>

**SEPTEMBER 15, 2023 - FRIDAY** | 3 days | End of Summer Fun-Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Judy | 250-320-3140 | [five.grama@gmail.com](mailto:five.grama@gmail.com) | End of Summer Fall Fun Fly at the Tournament Capital Ranch for a big finish to the summer for September 15, 16, 17 2023. \$10.00 'Landing Fee' waived for High Country Flyers members. An ALL BIRD Fly-In for everyone to enjoy ...planes big or small, helicopters, gliders, even Drones. A course will be setup to have some fun. Dry Camping allowed - city of Kamloops fee \$16.50 for the weekend. So come enjoy the day or even a camping night should be lots of fun. Even get in some night flying ...gliders...or helicopters. We will have use of the lights for night flying too. Just a fun weekend ...with friends. Contact Barry or Judy-- [bases@telus.net](mailto:bases@telus.net) 778-586-1267 Check out website:<http://www.highcountryflyers.org/> | 2023-1096 | <http://www.highcountryflyers.org>

**OCTOBER 21, 2023 - SATURDAY** | 1 day | Kamloops - Swap Shop | HIGH COUNTRY FLYERS | Kamloops - RC Airplane Swap

Shop October 21, 2023. Come join your fellow builders, flyers, and collectors in swapping, selling, and trading your best kept treasures for those of others. Some of the best deals ever are concocted at the Swap Shop. Even if you just want to come and catch up with your long lost flying buddies and swap stories, there will be lots of treasures. Tables are \$12 each; entry fee for all others is \$3. Open to Sellers at 7:30 am, doors open to buyers at 9 am. Usually goes till 1 pm but the best deals happen before noon. Sellers: \$12.00 per table - Vendor Unloading: 07:30 - 9:00 Absolutely No Selling before 9AM Buyers: Entry Fee: \$3.00 Time: 09:00 AM Location: Kamloops Indian Band - Moccasin Gym 200-330 Chief Alex Thomas Way, Kamloops, BC Go North from Hwy #1 on Hwy #5 take a right at the first light then the 1st Right past the Petro-Can turn off & go straight down to the hall on the left. - Coffee & Cookies available. \*No Selling before 09:00 1PM - 3:30PM Indoor Flying available after the tables are cleared off the floor. Applicant Name: ROLY WORSFOLD MAAC #: 50286 Email Address: [rolydd@telus.net](mailto:rolydd@telus.net) Zone: British Columbia Interior / Yukon | 2023-1011 | <http://www.highcountryflyers.org>

#### MANITOBA - D

**JULY 08, 2023 - SATURDAY** | 2 days | PRAM Fun Fly | PATRICIA REGION AEROMODELERS INC | PATRICIA REGION AERO MODELLERS | The Patricia Region Aero Modelers invites you to come fly with us at our field on Johnston Rd just west of Dryden, south of the Drive in. There is lots of room for (unserviced) camping on site, long smooth runways and lots of sky to fill with planes! Come and join the fun, to watch or participate. There will be burgers and drinks available, and plenty of parking, so grab some planes, your MAAC card and come enjoy the fun with us! | 2023-1073

**AUGUST 18, 2023 - FRIDAY** | 3 days | Gimli gathering of aero modelers | INTERLAKE RADIO CONTROL MODEL CLUB | INTERLAKE RADIO CONTROL MODEL CLUB (IRCMC) | Gimli gathering of Aero Modellers . Free weekend for all aero modellers and their guests August 18 to 20 2023 at the magnificent Gimli r/c field hosted by IRCMC. Weather Permitting! Check the IRCMC Facebook group page for field & Wx updates <https://www.facebook.com/groups/ircmc/> and fly and

hang out with fellow pilots. A weekend of ground pounding, worm burning flying! Non monitored Swap shop under the sunshade. Un-serviced camping at the flying field, or stay in Gimli, motel, B&B or rent a cabin on the lake or do a day trip. Bring your own grub, Subway, Tim Hortons etc. in town. Porta potties on site. Quiet inverter type generators recommended Campfire at night. Over-night airplane storage in the container storage. Open to all MAAC members to fly , must have MAAC insurance. RPAS Pilots must have an advanced RPAS Certificate (as of April 2023) IRCMC Members May come earlier - stay later ok No fixed landing Fees, donations appreciated. Annual Membership's are \$60.00 for Interlake Radio Control Club. Memberships taken on site or on line at [tresircmc@gmail.com](mailto:tresircmc@gmail.com) or IRCMC PO Box 1227 Gimli Mb RoC1Bo. Direct camp & fly inquiries to: Ken at [kenkalynuk@gmail.com](mailto:kenkalynuk@gmail.com) | 2023-1085 | <https://www.facebook.com/groups/ircmc/>

#### MIDDLE - E

**AUGUST 19, 2023 - SATURDAY** | 1 day | Vintage Fun-Fly | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | The Rose City Model Flyer's will be hosting their 12th Annual "Vintage Fly-In" on Saturday, August 13th and a rain date of August 14th. This event is unique to RC model aircraft that represent aircraft that actually flew between 1903 -1939. Please bring your own food and drink. All pilots must be MAAC / AMA members. Bring the lawn chair and enjoy the history of aviation. After 3pm, all types of aircraft (except Turbines) are permitted to fly for the remainder of the day and stay for a campfire. Some camping is permitted by contacted us ... limited spots so please call ahead. No utilities available. | 2023-1104 | <http://www.rosecitymodelflyers.com>

**SEPTEMBER 09, 2023 - SATURDAY** | 1 day | KW Flying Dutchmen 2023 Fun Fly | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | WATERLOO ROD & GUN CLUB | 3rd Annual KW Flying Dutchmen Fun Fly Waterloo Rod & Gun Complex (Near St. Jacobs) September 9th, 2023 The KW Flying Dutchmen would like to invite our friends and fellow flyers to join us on September 9th for a Fun Fly, non scale event. Traditionally we would be hosting our Scale Rally at this time, but the current TC regulations will not make that

possible This is an open event, free to all pilots. MAAC membership and RPAS Basic Certificates are required to fly. Muffler/FAI sound level rules will be enforced as will the KWFD club rules (designated starting areas, flight lines, circuit flights, etc) There are about 40 campsites (some hook-ups) available anytime the week before the event for \$10.00 a night (\$15 with hydro). As well, there are many area hotels/motels and camping facilities in the Kitchener/Waterloo area. Electric power in the KWFD clubhouse is limited and not available after hours as all buildings are locked at night. There are only a few campsites that have power available. It is advisable to bring your own power source or ensure that your batteries are fully charged before attending. | 2023-1270 | <http://new.kwfflyingdutchmen.com/>

## NORTHERN ONTARIO - F

**JUNE 24, 2023 - SATURDAY** | Tentative | 2 days | Soo IMAC competition | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | LEIGH'S BAY ROAD | Bringing it back to the Sault!! Come visit our beautiful field and city maybe even take a swim in Lake Superior! Our field is right on the lake direct access to the water and a beautiful large grass runway and pit area. A nice parking lot for those who wish to bring up their campers to camp for the weekend. There is no electricity so generators are required. | 2023-27 | <http://soomodellers.ca/index.php>

**JULY 29, 2023 - SATURDAY** | Tentative | 2 days | NOIC 2023 | SUDBURY MODEL AIRCRAFT CLUB | GARSON/CONISTON ROAD SUDBURY | Join us once again for the Northern Ontario IMAC Contest. A long running and popular event where flying skills are put to the test with some friendly competition thrown in. Always a very supportive atmosphere where a memorable weekend is the main focus. Newcomers and spectators are always welcome to join us. Interested in giving it a try, please contact us and we will help you get started. | 2023-24 | <https://smac1964.wixsite.com/smac-website>

**AUGUST 19, 2023 - SATURDAY** | 1 day | 2023 Annual Fun Fly | NIPISSING MINIATURE AIRCRAFT CLUB | CRANBERRY FIELD | Relaxing no stress event. All types of aircraft welcome. Great opportunity for fun, friendly and exchange of hobby related ideas. Buy, sell

or trade opportunity. Limited spots for Shore Camping over the weekend. New in 2023 - Night Flying. Raffle tickets and Pilot prices (all pilot win something). Rain day is Sunday, August 20th, 2023. Fee: \$15- Pilot + Lunch (\$5 for additional lunch only). | 2023-1056 | <http://www.nipmac.ca>

## OTTAWA VALLEY - G

**JUNE 10, 2023 - SATURDAY** | Tentative | 2 days | Arnprior IMAC Contest | ARNPRIOR RADIO CONTROL CLUB | FIELD - 5556 LOGGER WAY ARNPRIOR, ON | Join us for a great weekend of IMAC flying at the Arnprior club. Put your skills to the test in a friendly supportive environment. Lets make this a memorable and lasting event. Newcomers and spectators are always welcome to join us. Interested in giving it a try, please contact us and we will help you get started. Our field can accommodate camping, there are no hookups or electrical. | 2023-1052 | <http://www.arnpriorradiocontrolclub.com/>

**JUNE 17, 2023 - SATURDAY** | 2 days | Kingston Radio Control Modellers 48th annual father's day funfly | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | Kingston Radio Control Modellers 48th Annual father's day funfly June 17 - 18 2023 at the KRCM field on Fred Brown Road. The event will start at 0930 on both days, with 2 rounds of competition both days. There will be open flying during the competition for those that just want to fly and not compete. Breakfast and lunch will be available at the canteen both days, followed by a Saturday evening dinner. Entry fee for the weekend is \$35 which includes 1 meal ticket for the Saturday evening dinner. There is ample space for camping, so bring the family along. We hope to see you there!! For additional info please contact Mike Siemonsen @ mike.siemonsen@gmail.com or cell 613-876-0965. field directions are available at [www.krcm.org](http://www.krcm.org) | 2023-983 | <http://www.krcm.org>

**JUNE 23, 2023 - FRIDAY** | 2 days | Weekend Float Fly with Camping! | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our second annual camping weekend for float flying on the Bay of Quinte! Camping is free (image weekend, waterfront camping for free!). Pilot registration is good for the weekend and helps pay for "Bob's Toilets" as our club is located on public waterfront land. Winds typical die

down in late afternoon/early evening, after afternoon windy conditions on the water and with the waterfront venue. some photo quality times flying aircraft over the water at dusk! Multirotors willing to fly over water are welcome and coordinated flight between participants for photos can be arrange with participating pilot agreement. We also have open space with rough terrain where RC vehicles can also crawl or jump and concrete slabs for RC vehicle racing/driftng, is adjacent to the site. Lots of fun folks! | 2023-1067 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

**JULY 29, 2023 - SATURDAY** | 1 day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly events continue featuring flying amphibious and float equipment aircraft on the waters of the Bay of Quinte. Multirotors willing to fly over water are welcome and coordinated flight between participants for photos can be arrange with participating pilot agreement. We also have open space with rough terrain adjacent to the site where RC vehicles can crawl and jump plus there are concrete pads for racing or drifting, are also welcome. Come have some fun!. | 2023-1079 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

**AUGUST 05, 2023 - SATURDAY** | 2 days | Zone G Fun Fly | BROCKVILLE MODEL AERO CLUB | 1 MELBOURNE LANE | THIS IS THE ONE. If you are within driving distance this is the event to attend. You will see members from all over the Zone at this event. We are planning on making this the best Zone Fun Fly to date. Flying and awesome food. As well as supporting the Shriners Children's Hospital. Details will be posted on the BMAC website. | 2023-1080 | <http://www.bmaclub.ca>

**AUGUST 12, 2023 - SATURDAY** | Tentative | 2 days | Stetsons IMAC Competition | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | The Stetson IMAC Weekend will be held again this year as a complete two-day contest, per IMAC regulations. All classes will be flying. We really hope to see a great turnout from across Eastern Canada. Enjoy a great weekend of Scale Aerobatics, and wonderful food from the Stetsons Canteen. The always enjoyable Pilots and Guests dinner will be held at a location tba on Saturday evening. Free Camping at the field (no hookups) and lots of Stetson



hospitality to welcome everyone! Be sure to put this weekend on your schedule! Special low entry fee of \$10 for BASIC class pilots! Come on out and give this a try! | 2023-454 | <http://www.stetsonflyers.com>

**AUGUST 19, 2023 - SATURDAY** | 2 days | Kingston Giant Scale Rally | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | 2023 Kingston Giant Scale Rally. Hosted and sponsored by the Kingston Radio Controlled Modelers Club. Registration is \$20 and starts at 8:00 a.m. on Saturday. Flying is from 9:00 a.m. - 5:00 p.m. each day. 400 foot grass runway. Limited camping - no hook-ups. Canteen and Kingston style Saturday night feast. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/4 scale. Must be a current MAAC member. Landing fee is \$20, Saturday dinner tickets available at \$25 each. 50/50 draw on both days. Contact: Jay Kingston: (613) 449-3473. Email: [ajtkingston@hotmail.com](mailto:ajtkingston@hotmail.com) Event & registration details: <https://krccm.org/index.php/2023kgsreventinfo/page/Directions>: <https://www.krccm.org/map.pdf> | 2023-1102 | <http://www.krccm.org>

**AUGUST 26, 2023 - SATURDAY** | 2 days | Giant Scale | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Sat August 26, 2023. Rain day Sunday 27th. 5800 Frontier Road, Ottawa, ON, Canada Come join in the fun of this great Giant Scale Fun Fly! We hope to hold a field dinner Saturday evening. Details TBA. Free basic camping at the field. Canteen will be open for our delicious Stetson Burgs and stuff. Stay Sunday for more fun flying! MAAC is required. All types of Giant Scale aircraft are welcome. | 2023-824 | <http://www.stetsonflyers.com>

**AUGUST 26, 2023 - SATURDAY** | 1 day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly events continue featuring flying amphibious and float equipment aircraft on the waters of the Bay of Quinte. Multirotors willing to fly over water are welcome and coordinated flight between participants for photos can be arranged with participating pilot agreement. We also have open space with rough terrain adjacent to the site where RC vehicles can crawl and jump plus there are concrete pads for racing or drifting, are also welcome. Come have some fun!. | 2023-1086 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

**SEPTEMBER 16, 2023 - SATURDAY**

| 1 day | KRCM Warbirds Gathering | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | KRCM Warbirds Gathering, 16 Sept 2023. For all scale, or sport scale representation of planes that were used by the military for training or operations from WW1 to present day. | 2023-1272 | <http://www.krccm.org>

**SEPTEMBER 23, 2023 - SATURDAY** | Tentative | 1 day | Greater Ottawa Aero-tow | ARNPRIOR RADIO CONTROL CLUB | FIELD - 5556 LOGGER WAY ARNPRIOR, ON | Join us for the annual Greater Ottawa Aero-Tow. We will have large tow planes so we can pull just about anything under the sun. No entry fee but we will collect funds for a donation to the club. | 2023-1094 | <http://www.arnpriorradiocontrolclub.com/>

**SEPTEMBER 23, 2023 - SATURDAY** | 1 day | Fun Float Fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our monthly events continue featuring flying amphibious and float equipment aircraft on the waters of the Bay of Quinte. Multirotors willing to fly over water are welcome and coordinated flight between participants for photos can be arranged with participating pilot agreement. We also have open space with rough terrain adjacent to the site where RC vehicles can crawl and jump plus there are concrete pads for racing or drifting, are also welcome. Come have some fun!. | 2023-1093 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

**SEPTEMBER 30, 2023 - SATURDAY** | 1 day | BMAC FALL FUN FLY | BROCKVILLE MODEL AERO CLUB | 1 MELBOURNE LANE | BMAC Fall Fun Fly/ Camp Out. Fun day of flying, potluck dinner and nice camp fire. Bring your camper or tents and enjoy some stories about the days events around the camp fire. For more info call 613-802-5000 | 2023-1091 | <http://www.bmaclub.ca>

**OCTOBER 07, 2023 - SATURDAY** | 2 days | World Ringmaster Flyathon | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | CONTROL LINE FUN! This will be part of a world-wide Ringmaster Flyathon again this year. Bring your Ringmasters of all sizes and types. Stetsons club will attempt to set records for total number of Ringmaster flights. MAAC required. Come try your hand at control line. A student plane and coaching will be available. This is all in fun! Come get dizzy with the best of them! | 2023-1089 | <http://www.stetsonflyers.com>

[www.stetsonflyers.com](http://www.stetsonflyers.com)

**OCTOBER 28, 2023 - SATURDAY** | 1 day | Halloween Fun Float Fly and Swap Shop | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Our annual end of season flying off the waters of the Bay of Quinte. It features a swap shop for getting rid of or acquiring RC related stuff for you winter projects. Costumes for Halloween are encouraged as long as they don't endanger you flying skills (unless removable). Come out to one of the smallest MAAC clubs that has huge fun at every event! | 2023-1088 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

## BC COASTAL - H

**JULY 02, 2023 - SUNDAY** | 1 day | Mission Wings Fun Fly | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | Mission Wings Model Flying Club The famousness "NS with BS" and combat fun-fly is back for the 7th time. The world famous, NS with BS control line fun-fly is back with combat. It will be held on the 2nd of July 2023 at the Mission Wings Flying Club located at 10259 Farms Rd. Mission. Pilots meeting at 9.30am. All pilots must have MAAC insurance. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, plus combat.

Greg Davis will be in charge of the combat events. Contact Greg at...250 833 1993 There could be scale planes. There could be a swap meet, even a buy and sell. Your junk is someone else's treasure. There is no entry fee. All control liners most welcome. Light lunch and liquid refreshments at no charge. Contest director, Paul Bedford. [kiwipaul@telus.net](mailto:kiwipaul@telus.net) | 2023-1069 | <http://www.missionwings.ca>

**JULY 09, 2023 - SUNDAY** | 1 day | 2023 FUN SCALE FLY-IN | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2023 FUN SCALE FLY-IN Sunday July 9th, 2023. Open to all currently registered MAAC pilots of all electric aircraft. All pilots must be registered with Transport Canada, have their RPAS certificate with them, all planes must be registered with Transport Canada and have a registration number visible on the plane and minimum age to fly is 14 yrs. old and must have a valid RPAS certificate also with them. Admission is \$5.00 which

includes a raffle ticket for some wonderful prizes! (additional tickets can be purchased throughout the event). Overall field hours will be from 08:00hrs-21:00hrs. Registration will begin at 10:00am and the pilots briefing at 10:30am. There will be 2 judging events: the first will be limited to either scratch built or kit built planes from balsa/ply and the other is for your ARF, RTF and FOAM airplanes! Fun scale judging for both categories will include static and in flight and will be judged by the participants using anonymous ballots. There will be a First Place prize for the winner of the scratch or kit built plane! Judging wont begin till at least noon and extending into the afternoon. THERE WILL BE NO MAIDEN FLIGHTS AT THIS EVENT! The raffle draw will also be held in the afternoon. Pizza will be offered at \$2.00 a slice or 3 pieces for \$5.00, pop and water also available for all registered pilots! You can also bring your own lunch and drinks if you prefer. So bring out any or all your scale type airplanes and Winter projects to show everyone how talented you are at building and flying! Remember NO MAIDENS! This is a fun event for all pilots, families and friends and also those interested in model RC planes! Please monitor this thread 2023 FUN SCALE FLY-IN for additional updates at: [www.hoods-up.net](http://www.hoods-up.net) Thank you and see you there! | 2023-1074 | <http://www.hoods-up.net>

**JULY 22, 2023 - SATURDAY** | 2 days | Joel Clarkston Memorial scale meet | RADIO CONTROL AERONAUTICS ASSOCIATION | STURGESS ROAD | Our annual scale meet is held again at the beautiful new strip on Sturgess Road. 2 days of flying, BBQ sales, BBQ dinner sat night, some camping available. 2 categories -static and best flying plane .Only the best flying aircraft gets on the Big Trophy! Smaller plaques as keepers. | 2023-1077 | <http://rcaa.ca/>

**AUGUST 13, 2023 - SUNDAY** | 1 day | Mission Wings Fun fly and swap meet | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | The annual Mission Wings Members and guest's fun fly August 14th 2022 Members are invited to the annual Mission Wings fun fly. Members may bring a guest. Members and guests must have MAAC and a Drone certificate. It will be held on Sunday August 13th, 2023. Pilots meeting 9.30am. Flying starts 10am All pilots will be required to sign in. Must have MAAC card and a drone certificate There is no

entry fee Come and enjoy a day's flying with the other members of your club. Members may bring a guest. (You are my guest) There will be lots of food and drink available all day for your enjoyment. If you have anything to sell, swap or give away, bring your stuff / junk to the fun-fly. Your stuff / junk is someone else's treasure. Paul Bedford, friendly, effervescent, event director. Don't contact me, just be there. | 2023-1084 | <http://www.missionwings.ca>

**AUGUST 20, 2023 - SUNDAY** | 1 day | 2023 JACQUES HEYRMAN MEMORIAL FLY-IN | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2023 JACQUES HEYRMAN MEMORIAL FLY-IN. Sunday August 20th, 2023. Open to all currently registered MAAC pilots of all electric aircraft. All pilots must be registered with Transport Canada and have their RPAS certificate with them, all planes must be registered with Transport Canada with a registration number visible on the plane and minimum age to fly is 14 yrs. old and must have a valid RPAS certificate also with them. Admission will be \$5.00 which includes a raffle ticket for some great prizes that we offer! (additional tickets can be purchased throughout the event). Overall field hours are from 08:00hrs-21:00hrs. Registration will begin at 10:00am and the pilots briefing at 10:30am. We will have 3-4 competitions planned for this event including our ever popular Fox And Hound, where 3 "Hound" planes chase the "Fox" plane with a 40ft. streamer behind it, trying to cut the streamer with their props! This is a crowd pleaser, anything that can happen will happen!! THERE WILL BE NO MAIDEN FLIGHTS AT THIS EVENT! Our raffle draw will be held in the mid afternoon. Pizza will be offered at \$2.00 a slice or 3 slices for \$5.00, also pop and water will be offered to all registered pilots. You can also bring you own lunch and drinks if you prefer. So come on out to watch some very talented pilots and some not so much but all of them out to have fun! Guaranteed to make everyone "ooh and aaah" throughout the day! Please monitor this thread, 2023 JACQUES HEYRMAN MEMORIAL FLY-IN for additional updates at" [www.hoods-up.net](http://www.hoods-up.net). Thank you and see you there! | 2023-1101 | <http://www.hoods-up.net>

**SEPTEMBER 06, 2023 - WEDNESDAY** | 6 days | Canim Lake Float Fly | RIVERSIDE FLYERS | Rainbow Resort, Canim Lake BC | Riverside Flyers are participating in the

annual Canim Lake Float Fly. This is an annual event attended by a small group of pilots. All MAAC rules and Transport Canada regulations apply. Pilot certificates and RPAS registration required to fly. Event organizer is in zone H. Event located in zone C. | 2023-1037

## QUEBEC - I

NO LISTINGS

## ST LAWRENCE - J

NO LISTINGS

## SASKATCHEAWN - K

**AUGUST 10, 2023 - THURSDAY** | Tentative | 4 days | Jets and Props over Saskatchewan | BATTLEFORDS RADIO CONTROL FLYING CLUB | BATTLEFORDS RADIO CONTROL FLYING CLUB FIELD | This is the 4th annual event for this event . This event is mainly for Turbine powered aircraft and large Prop aircraft.EDFs and other aircraft are also welcome. No charge boon dock camping is allowed. The air field has been lengthened to accommodate larger rc aircraft. All participants must hold a valid MAAC membership to fly .

**AUGUST 12, 2023 - SATURDAY** | Tentative | 2 days | Annual Fun fly | SUN CITY PROP BUSTERS | SUN CITY PROP BUSTERS | Sun City Prop Busters R/C Club of Estevan is pleased to be able to hold our Annual Fun Fly Saturday and Sunday, August 12 and 13, 2023 at our facility SE of Estevan. Our club complies with Transport Canada's airspace requirements through MAAC. We maintain a 1/10th Scale Racing Oval for those enthusiasts as well as the flying field. We have free dry camping, a BBQ, clubhouse with wheel-chair accessible washroom. Check us out at [www.suncitypropbusters.com](http://www.suncitypropbusters.com) for more information. | <http://www.suncitypropbusters.com>

## SOUTH EAST - L

**JUNE 10, 2023 - SATURDAY** | Fun Fly | 1 August 12, 2023 - Saturday | Tentative



| 2 days | Electric Pattern Contest | PETERBOROUGH R/C CLUB INC. | 596 COUNTY RD 8, DOURO DUMMER | Peterborough Radio Control Model Flying Club is hosting an all electric pattern contest. All Classes August 12, 2023. Spectators welcomed. Lunch included. Rain Date: Sunday. RC campers can overnight on the property. Limited services. | <http://www.prcmfc.com>

## SOUTH WEST - M

**JUNE 17, 2023 - SATURDAY** | 1 day | Fun Fly | SAUGEEN R/C FLYERS | FIELD - 1164 SIDEROAD #30 SOUTH BRUCE | Saugeen RC Flyers invite MAAC members to our Fun Fly Saturday June 17th at our club field half a kilometer South of the village of Karlsruhe. We will have refreshments and lunch available. Overnight accommodations 15 minutes from field. MAAC rules apply. | 2023-1064 | <http://www.saugeenrc.ca/>

**JUNE 17, 2023 - SATURDAY** | 1 day | Home Town Festival | STRATHROY FLYING FARMERS R/C | ROYALS FIELD, STRATHROY, ON | Strathroy Home Town Festival Come out and say Hi and see our display of RC planes . New members welcome | 2023-1047 | <http://sites.google.com/site/sffrcplaneclub>

**JUNE 24, 2023 - SATURDAY** | 1 day | 2nd annual swap meet/ bbq/ fun fly | HALEY MEMORIAL FLYERS | HALEY MEMORIAL AIRFIELD | We are having our 2nd annual swap meet fun fly at the airfield, outdoor event, food and drinks will be available for purchase, please bring your own table for swap meet, cost of table place is 10\$, non members attending fun fly are asked to kindly leave a donation that will go toward the club, message me or call to reserve a table Thank you All weather permitting Address 592631 oxford road 13 springford | 2023-1066 | <http://Noj1Xo>

**JUNE 25, 2023 - SUNDAY** | 2 days | BeanField Gran Prix | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | Welcome to our annual control line combat event . All pilots must be MAAC members and abide by all current MAAC safety requirements. On Saturday we will have 80 mph speed limit combat (6.4 sec/2 laps) . Double elem . This will be followed by the traditional BBQ . Sunday will be F2D combat . Double elem. If either day is looking problematic

weather wise we will try to get as much done as possible . Brad | 2023-1106

**JULY 08, 2023 - SATURDAY** | 1 day | Annual Scale Rally | FOREST LAKESIDE FLYERS | CLUB FIELD 6047 PROOF LINE LAMBTON SHORES, ON | Saturday July 8, 2023- Forest Lakeside Flyers Annual Scale Rally at their club field, west off Hwy #21, on the Proof Line Road, approx 4 Km north of Forest Ontario. Refreshments and hot dogs available. Great Flying site, no entry fees. 450ft x 450ft grass flying site. Pilot Registration will require that you show your current MAAC Membership. Flying 9 am til 4 pm. No rain date. Contact: Stuart Schroeder 226-402-4527 | 2023-41 | <http://www.forest-lakeside-flyers.com>

**JULY 29, 2023 - SATURDAY** | 2 days | S.O.C.C. | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | The Southern Ontario Control Line Championship. This year we are changing our format. We are running only Stunt events . Saturday the schedule is nostalgia based . Old Time Stunt followed by Classic and N-30 . Classic and N-30 will be flown together, scored together , separate awards. We will have a BBQ following competition. Sunday's first event will be profile followed by precision aerobatics. We are going to promote a beginners class within both of these by pro rating the pattern to the flyers level. Weather allowance's may alter the schedule. Hope for good winds! Brad | 2023-1107

**AUGUST 05, 2023 - SATURDAY** | 1 day | Bluewater RC Flyers Scale Fun Fly | BLUEWATER R/C FLYERS | OUTDOOR FLYING FIELD - 2590 PETROLIA LINE | August 5, 2023 | Fun Fly | 1 Day | Bluewater RC Scale Rally | BLUEWATER R/C FLYERS FIELD - 2590 Petrolia Line | Aug 5/6, 2023. Scale Rally Open to all Scale Aircraft. Come out and enjoy a weekend of camping { no hookups } and Scale Flying at the Bluewater RC Fliers in Sarnia On. Current MAAC and minimum Drone Basic required to fly. No Charge to Fly, No Charge to watch, Pilots breakfast \$10.00, Lunch available at a modest price. Contact Art Shepherd at [ajshepherd123@outlook.com](mailto:ajshepherd123@outlook.com). A new web site is currently under construction. | 2023-1265 | <http://www.bluewaterrcflyers.com/>

**AUGUST 12, 2023 - SATURDAY** | 1 day | 70th Anniversary | FOREST CITY FLYERS INC. | FOREST CITY FLYERS | COLIN BAMFORD | 226-376-7394 | [forestcityflyers1954@gmail.com](mailto:forestcityflyers1954@gmail.com) | 70th Anniversary - Fun Fly! All MAAC Pilots

welcome to attend. Food and beverages will be available for purchase at the field. Come and help us celebrate 70 years of model aviation history! | 2023-1054 | <http://www.forestcityflyers.com/>

**AUGUST 26, 2023 - SATURDAY** | 2 days | Summer Sizzler Combat | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | Our late summer combat contest. MAAC membership required . Two days of control line combat . Saturday 80 mph (6.4 sec. per two laps) speed limit combat . BBQ following the action . Sunday we will have F2D combat . Weather permitting this is our schedule, Mother Nature reserves the right to reschedule... Brad | 2023-1111

**SEPTEMBER 02, 2023 - SATURDAY** | 3 days | Fall Follies Fun Fly | THE BEAN FIELD FLYERS | KEN PEGG 30148 ESTERVILLE RD DRESDEN | The Fall Follies Fun Fly is our end of the summer get together for all things control line. While no formal competition is scheduled , tests of skill have been known to occur. We will also host our Bring Your Own Table swap meet . So if you can't fly it ... sell it! MAAC safety regulations will be enforced, a safe time is encouraged. Brad | 2023-1110

**SEPTEMBER 13, 2023 - WEDNESDAY** | Tentative | 5 days | Thunder Thrust Over Chatham Kent Airport | Zone M South West Ontario | C-K MUNICIPAL AIRPORT 8528 FOURTEENTH LINE RR2 MERLIN | 11'th annual jet rally, fall edition. Five days of jet flying Chatham Kent Municipal Airport. Any turbine powered model or EDF is welcome. Open to public on Saturday September 16'th from 10am to 3 pm. | 2023-26 | [https://www.maac.ca/en/clubs\\_details.php?club\\_id=9013](https://www.maac.ca/en/clubs_details.php?club_id=9013)

**OCTOBER 15, 2023 - SUNDAY** | 1 day | Jimmy Prowse Memorial Swap Meet | LONDON MODEL AIRCRAFT CLUB | SWAP MEET CARLING HEIGHTS | LMCA 33rd Jimmy Prowse Memorial Swap meet \*\*\* ANYTHING RC \*\*\* 100 Tables \*\*\* Sunday Oct 15: Vendor setup 7:30am; visitors 9:00am Carling Heights Optimist Community Center 656 Elizabeth Street London, ON N5Y 6L3 Tables \$28 booking starting Sept 1st, Visitor admission \$10 | 2023-1043 | <https://lmac.ca/>

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