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## CANADA



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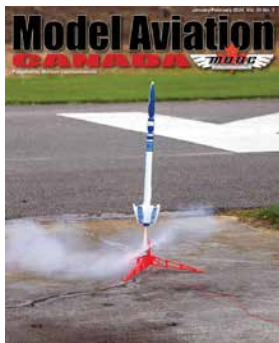
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One of the rockets launched recently at the Kamloops Model Aircraft Society field.  
L'une des fusées récemment lancée au terrain de la Kamloops Model Aircraft Society.



Carl Layden - 44045

Président

president@maac.ca

Une nouvelle année qui apporte sa part d'espoir et d'optimisme. Celle-ci – 2024 – est celle du 75<sup>e</sup> anniversaire du MAAC! J'ose croire qu'on verra du changement tout à fait positif qui fera en sorte que nous puissions récupérer nos libertés en matière de vol.

Je me suis d'abord impliqué au sein de la gouvernance du MAAC en 1993 à titre d'assistant directeur de zone. Au fil des années, j'ai œuvré au sein de plusieurs comités et j'ai occupé divers rôles à titre de directeur, de membre du comité exécutif, de vice-président et de président, ce poste entre 2004 et 2006. Peu après avoir rempli mon mandat à la présidence, je me suis concentré sur ma famille et sur ma carrière. Je suis demeuré actif au sein du MAAC et j'effectuais des vols lorsque je le pouvais. En gros, mes activités demeurent hétéroclites : maquettes à moteur de 30 c.c., plusieurs appareils électriques, micro-appareils et grosses maquettes, vol de pente et planeurs, aussi. De plus, j'ai eu la chance de remporter quelques trophées pour des copies volantes de vol libre à propulsion élastique. J'ai eu beaucoup de plaisir à concevoir un Lancaster à propulsion élastique. Justement, « comment remonter (crinquer) quatre élastiques sur un Lancaster avant de lancer la maquette »? Eh bien, vous retrouverez une vidéo YouTube à cet effet. Deux projets se trouvent présentement dans mon atelier : un Douglas DC-3 (plans de Zirolì) et un Twister (une maquette de vol circulaire du fabricant Sig).

## DE RETOUR EN SELLE

Plusieurs personnes m'ont demandé pourquoi je suis revenu activement et pourquoi j'ai accepté la présidence une nouvelle fois? Réponse courte : on m'a demandé. Le MAAC a connu des temps difficiles puisque le passe-temps/sport que nous aimons a changé à l'échelle mondiale, pas seulement au Canada. Nous sommes plus sévèrement réglementés qu'auparavant. Ceci constitue un gros changement pour le MAAC et ses

membres. Les membres du Conseil de direction rencontrent régulièrement des représentants du gouvernement afin d'y représenter les intérêts de notre organisme et afin de récupérer et d'accroître nos privilèges de vol. Notre Code de sécurité et nos politiques ont été l'objet de refontes considérables afin d'observer la réglementation fédérale. En sa qualité de corporation sans but lucratif – un OSBL – le MAAC doit se conformer aux lois et à la réglementation du Canada. Les modifications réglementaires qui ont un impact sur le MAAC sont examinées afin de nous assurer que nous puissions ramer dans le bon sens et afin que nous puissions offrir un sens de direction par le biais de nos politiques.

La majeure partie du travail qu'accomplit le MAAC, c'est en fait l'œuvre des bénévoles. En 2023, nous avons estimé à 30 000 le nombre d'heures offertes bénévolement au nom du MAAC, y compris le travail qu'abattent nos présidents (dirigeants) de comité, nos membres de comité, nos groupes consultatifs, le Conseil de direction, le Comité exécutif et nos membres. Chaque membre utilise ses habiletés et son expérience afin d'améliorer notre organisme. Ces bénévoles sont notre plus grand atout. Merci à toutes les personnes qui ont contribué au MAAC. Nous avons besoin de vous et nous aurons encore besoin de vous puisqu'il faut mener à bien encore beaucoup de travail.

Le Groupe consultatif sur la sécurité (le Safety Advisory Group, SAG, en anglais) et le Groupe consultatif de Transports Canada (Transport Canada Advisory Group, ou TCAG, en anglais) sont deux de nos groupes consultatifs les plus actifs. Entre décembre et la mi-janvier, plus de 50 certificats d'opérations (Site Operating Certificates ou SOC, en anglais) ont été délivrés. Ce processus prend du temps et fournit des directives aux clubs et aux membres. Les connaissances qu'en obtient le MAAC – connaître ainsi les terrains de vol et les opérations qu'on y mène – cela fait en sorte que le MAAC et notre assureur peuvent évaluer correctement l'indice de risque. Du coup, cela reconforte les membres et les propriétaires des lieux/terrains de vol à l'effet que la police d'assurance vise à les protéger. Grâce à notre collaboration soutenue avec

Transports Canada, nous avons utilisé le processus de délivrance des certificats d'opération afin de réclamer l'accès à l'espace aérien au-dessus des 400 pieds et que soient autorisées les maquettes pesant jusqu'à 35 kg. Ce processus nécessite un effort considérable. Notre requête, c'est de protéger tous les membres qui font évoluer des maquettes en des lieux (reconnus) du MAAC. Avec un peu d'espoir, d'ici à ce que ces lignes soient publiées, nous aurons reçu une réponse de Transports Canada.

Vidéos! Peu après mon élection grâce au Conseil de direction, nous avons décidé d'échafauder une stratégie, un plan de communication. La première étape, c'était de rejoindre les membres à l'aide de la vidéo. Avis aux personnes qui préfèrent lire les nouvelles que de visionner une vidéo, vous en trouverez la transcription au site Web [maac.ca](http://maac.ca), sous la rubrique « news ». Une nouvelle vidéo sera préparée mensuellement. Les premiers sujets de 2024 comprendront la gouvernance du MAAC et une « table ronde » exécutive. Je suis ouvert à vos suggestions pour les prochaines.

## CHANGEMENTS

La dernière fois que j'ai rédigé une première chronique de président, c'était il a 20 ans pendant que j'étais encore dans la trentaine! Bien des choses ont changé sur le plan technologique – les émetteurs de technologie 2.4 GHz, la fonction Bluetooth, la technologie des batteries, les moteurs électriques sans armature (brushless), la disponibilité de maquettes prêtes à voler (des plus petites aux plus grosses) et bien d'autres innovations.

Le changement ne s'est pas limité à la technologie; la réglementation a tout autant évolué. Nous devons observer plusieurs règlements lorsque nous faisons évoluer nos maquettes, même si les disciplines du vol libre, du vol circulaire, de l'astromodélisme (les fusées) et les véhicules de surfaces sont moins régies... mais elles logent tout de même sous le parapluie du MAAC. Ces 18 derniers mois ont surtout porté sur les activités télécommandées – 80 % du champ d'intérêt de nos membres. Malgré nos ressources limitées, nous devons nous concentrer sur les opérations RC. Tous

*suite à la page 8*

# PRESIDENT'S MESSAGE



**Carl Layden - 44045**

President

president@maac.ca

A new year full of hope and optimism. 2024 is MAAC's 75th anniversary! I believe it will be full of positive change that returns more flying freedoms.

I first got involved with MAAC governance in 1993 as an Assistant Zone Director. Over the next several years, I served on a variety of committees and in different roles as a Director, Executive member, Vice President and President from 2004-2006. Not long after my term as President, my focus shifted to family and career. I have continued to be an active MAAC member, flying whenever I can. For the most part, my flying activity has continued to be diverse, from 30cc gas, lots of electrics, micro to giant scale, slope and glider flying too. Additionally, I was lucky enough to win a few trophies for rubber free flight scale. A rubber-powered Lancaster design was a lot of fun to figure out. "How do you wind four rubber motors on a Lancaster and release them?" Well, there's a YouTube video for that. There are currently two projects on my workbench -- a Ziroli Douglas DC-3 and a Sig Twister C/L model.

## BACK ON THE SADDLE

Many have asked why did I get involved with MAAC and agree to be President again? Short answer -- I was asked. MAAC has been going through a difficult time as the hobby/sport we all enjoy has changed globally, not just in Canada. We are more heavily regulated than ever before. This represents significant change for MAAC and its membership. The Board members meet regularly with different parts of government, representing MAAC's interests and trying to grow and increase our flying freedoms. Our Safety Code and policies have seen considerable updates

to comply with federal regulations. As an NFP (Not-for-Profit) corporation, MAAC must comply with the laws and regulations within Canada. Regulatory changes that impact MAAC are vetted to ensure we align and provide proper guidance through our policies.

Much of what MAAC accomplishes in is done by volunteers. In 2023, we estimated 30,000 hours of volunteer time were completed for MAAC, including our chairmen, committee members, advisory groups, Board, Executive and membership. Each of our volunteers uses his/her skill and experience to improve MAAC. The volunteers from our membership are our greatest asset. Thanks to all who have contributed to MAAC. We need you and will continue to need you, as there is still much work to be accomplished.

The SAG (Safety Advisory Group) and TCAG (Transport Canada Advisory Group) are two of our most active advisory groups. From December through mid-January, over 50 Site Operating Certificates (SOC) were issued. The SOC process takes time and provides guidance for clubs and members. The knowledge MAAC gains by knowing location and activities enables MAAC and our insurance provider to accurately assess risk. This provides membership and facility/landowners with a comfort that the insurance policy is there for their protection. As part of our ongoing collaboration with Transport Canada, we have used the government SFOC process to request access to airspace above 400 feet and model weights up to 35 kg. This process takes considerable effort. It is a request to cover all membership flying at MAAC locations. Hopefully, by the time of magazine publication, we will have received a response from Transport Canada.

Videos! Shortly after being elected by the MAAC Board, we decided to pursue development of a communication strategy/plan. The first step was to reach out to members via video. For those who prefer reading over video, transcripts of the video

are available on [maac.ca](http://maac.ca) under "news". The videos will continue with a new release each month. The first couple of topics for 2024 include MAAC governance, and an executive "round table". I am open to suggestions for future videos.

## CHANGES

The last time I wrote my first column as President was 20 years ago, I was still in my 30s! A lot has changed from a technology point of view -- 2.4 GHz radios, Bluetooth, battery technology, brushless electric motors, availability of ready-to-fly aircraft (Micros to giant scale) and many, many more.

Change has not been limited to technology; as much has changed on the regulation side. There are many federal regulations to follow when flying RC aircraft, and much less so for Free Flight, control-line, rockets and surface vehicles, which also fall under MAAC's umbrella. The past year and a half period has been focused primarily on RC activities which represent near 80% of the primary interest of our membership. With our limited resources, the primary focus was and needed to be the RC disciplines. All modelling disciplines within MAAC are important. We adjust to federal regulations that impact so many of them. MAAC, too, has changed and will need to continue to change to be effective in a regulated environment. There are some very important things that haven't changed though, such as the enjoyment of participating in model aviation activities, that first flight of a new model, the frustration of gluing your fingers to a wing rib, learning how to execute a "tick-tock" or your first backward horizontal rolling figure eight. And yes, even figuring out how to wind four rubber motors on a model Lancaster. The purpose of MAAC has not changed. The processes by which MAAC maintains flying privileges is more complex and MAAC remains dedicated to its membership. Fly Safe and Have Fun!! ✈

Randy Hepner - 73393

vice-président

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

Bonne et heureuse année! Je crois que je peux parler au nom de tout le monde en affirmant mon soulagement de placer 2023 derrière nous – c'était une année horribilis pour le MAAC et pour son équipe bénévole de Leadership.

Toutefois, ce ne serait pas rendre service aux nombreux bénévoles de sauter par-dessus les points forts de 2023, des bénévoles qui ont passé d'innombrables heures à redresser le navire. En ordre :

- Le « cloisonnement » (shutdown).

Comme il s'est rendu compte que des lieux de SATP soi-disant « approuvés » fonctionnaient à même de l'espace contrôlé sans avoir reçu la permission de l'agence contrôlante, le Conseil de direction a décidé en décembre 2022 de faire cesser **toutes** les opérations du MAAC. Nous entendons encore des commentaires à l'effet que l'arrêt des activités non reliées aux SATP et aux lieux de vol intérieur était une réaction un peu trop vive – ce n'est pas vrai. Les membres doivent comprendre que nos vérifications internes des terrains, fin 2022 (et au début 2023) découvraient de **nouvelles** enfreintes à l'exemption (maintenant des enfreintes au Règlement de l'aviation canadien, le RAC) à des terrains extérieurs non-SATP ainsi qu'en des lieux SATP de vol intérieur uniquement, partout au pays. Notamment, certains clubs se décrivaient comme étant « uniquement pour le vol circulaire/vol libre » mais en réalité, ils permettaient l'utilisation de gros SATP à l'intérieur de zone de contrôle de catégorie C, l'un étant situé près d'un aéroport majeur. Un autre lieu de vol intérieur pour SATP se disait propice au vol intérieur **seulement**, mais il était aussi situé dans de l'espace aérien contrôlé de catégorie C et laissait évoluer des SATP à l'extérieur non loin d'un autre aéroport d'importance – tout cela sans avoir obtenu la moindre permission. Le MAAC n'a eu d'autre choix que

de recommencer depuis le début – l'approbation de chaque terrain, cas par cas, **comme le stipulait le Manuel des politiques**.

- Création du processus d'obtention du Certificat d'opérations aériennes spécialisées (COAS-SATP). Le MAAC est régi par le – ou les – Manuel(s) de politiques que peut créer ou modifier son Conseil de direction, mais les membres doivent l'approuver ou les approuver lors de l'Assemblée générale annuelle (A.G.A.) subséquente. Les membres du MAAC n'ont jamais accordé la faculté aux directeurs de zone (à titre individuel) d'approuver (d'endosser) des terrains du MAAC (référence : Manuel des politiques, 14.1.07) – les directeurs de zone ne possèdent que le pouvoir de recommander l'approbation (de ces terrains). Maintenant, le Conseil de direction observe la politique qu'ont édictée les membres pour le processus d'approbation des certificats pour tous les terrains du MAAC, peu importe la catégorie de maquettes/que ce soit un terrain de vol intérieur/que ce soit un terrain de vol extérieur. Cela a été fait de sorte à résoudre le problème qui a mené à la perte de l'exemption et à certains risques très réels de responsabilités (surtout pour le vol intérieur). Le processus de certification est maintenant doté de méthodes afin de s'assurer qu'il n'y ait aucune zone de défaillance et ce sera vital lors de l'adoption de règles ou règlements pour « drones/avions miniatures de loisirs » ou pour les « exceptions » à celles que nous allouons Transports Canada – si cette entité décide de le faire. Le MAAC a été proactif en préparant le terrain pour ce qui viendra ensuite – c'était le plan de match en 2019...
- COAS-SATP, exemptions et autres outils permettant la liberté de vol sous l'égide de différents scénarios réglementaires. Il convient ici d'offrir une brève leçon d'histoire – ce que nous faisons maintenant à l'aide du COAS et d'autres outils de « liberté de voler », c'est l'histoire qui se répète, jusqu'à un certain point. Nous avons connu plusieurs versions de quasi-

règlements afférents aux « drones » entre 2015 et jusqu'à la délivrance de (l'exemption) la Partie IX du RAC, en 2019. Dès l'automne 2018, la Partie IX a été jugée prioritaire en raison de personnes plutôt irréfléchies qui affichaient des vidéos plutôt graphiques et des commentaires en ligne, vidéos qui montraient clairement que des aéronefs et la sécurité publique étaient compromis. Le gouvernement n'a eu d'autre choix que d'agir... rapidement. La Partie IX du RAC et toutes les diverses règles, les questions d'examen pour pilotes de SATP – tout cela – ont été traitées de façon expéditive (garrochées, diraient certains) et demeure un projet en cours (CGI et ainsi de suite).

- L'exemption dont bénéficiait le MAAC (NCR-011-2019) n'a jamais été destinée à devenir une solution permanente à notre problème de sécurité/de réglementation et la Partie IX n'a pas été rédigée pour nous. L'exemption qui nous avait été accordée se voulait une façon d'allouer du temps aux diverses parties en cause de trouver comment faciliter les opérations de maquettes d'avion (de membres du MAAC) à l'intérieur d'espace aérien contrôlé ainsi que de traiter d'autres problématiques connexes – en gardant en tête, bien sûr, que nos propres anciens dirigeants avaient intentionnellement souhaité la bienvenue aux « drones » au sein de notre volet d'activité. Nous avons reçu l'exemption à la mi-mai 2019, l'entente de statu quo avec NAV Canada le 26 mai 2019 et la Partie IX du RAC est entrée en vigueur le 1er juin 2019 – c'était bien peu de temps pour régler les problématiques!
- Au cours de l'hiver 2020 – lorsque nous aurions dû nous affaïrer à régler les problématiques – la pandémie de COVID-19 s'est abattue sur le monde et les priorités ont changé... bien, bien loin du MAAC. Rendu à l'été 2022, les discussions ont repris, les terrains de vol du MAAC situés à l'intérieur de l'espace aérien contrôlé ont été découverts et vous connaissez la suite – plus ou moins.

*suite à la page 8*



## VICE-PRESIDENT'S MESSAGE

Randy Hepner - 73393

Vice-President

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

Happy new year! I think I can speak for everyone how good it feels to get 2023 behind us – that truly was a “black swan” event for MAAC and its volunteer leadership team. However, to skip the 2023 highlights would be a great disservice to the many volunteers who have spent countless hours righting the ship. In order:

- The “shutdown”. Based on finding numerous RPAS sites “sanctioned” in controlled airspace without the required controlling agency permission, in December 2022 the Board took the very necessary decision to halt all MAAC operations. We continue to hear feedback that stopping non-RPAS activities and indoor sites was an overreach – not true. Members need to understand our internal site audits in late 2022 (and into early 2023), were finding new exemption violations (now CAR violations) at non-RPAS outdoor and RPAS indoor only sites across the country. Notably, some Clubs were listing themselves as “control line/free flight only” but were in fact operating large RPAS inside Class C control zones, one near a major international airport. An indoor RPAS Club listed themselves as indoors only – but were operating RPAS outdoors also in a Class C control zone of another major international airport – all without permission from MAAC. MAAC had no choice but to start from scratch – approve each site on a case-by-case basis as the policy manual required.
- Creating the Site Operating Certificate (SOC) process. MAAC is governed by the Policy manual which the Board can create or modify, but the members must approve at the subsequent AGM. The members of MAAC never gave individual Zone Director’s authority to approve (sanction) MAAC sites (Policy manual 14.1.07) – Zone Directors only had authority to recommend for approval. The Board has now followed the member set policy in the new SOC process for all MAAC sites regardless of category of modelling/indoors/

outdoors. This is done to solve the problem that led to the exemption loss and some serious insurance liabilities (esp. indoor). The SOC process has checks and balances to ensure no single point of failure exists and will also be very important in whatever “drone/recreational model aircraft” rules or regulations or “exceptions” to those Transport Canada grants us – should they elect to do so. MAAC has been proactively setting the stage for what comes next – which was the plan back in 2019...

- SFOC, Exemptions and other tools for flying freedoms under regulatory schemes. A quick history lesson is in order – what we are doing now with SFOC and other “flying freedom” tools is history repeating itself to a degree. We already went through many iterations of “drone” quasi-regulations starting in 2015 up until CAR Part IX issuance in 2019. CAR Part IX was given urgency in the fall of 2018 by some very foolish people posting graphic videos and commentary online clearly showing aircraft and public safety being compromised. The government had no choice but to act – quickly. CAR Part IX, and all the various rules, pilot test questions – all of it – was indeed rushed and remains a work in progress (CG1 and so on).
- The MAAC Exemption (NCR-011-2019) was never intended as a permanent solution to our safety/regulation problem and Part IX was not written for us. Our exemption was meant to give the respective parties time to work out how to facilitate MAAC model airplane operations inside controlled airspace, and a few other related issues – mindful of course our past leaders intentionally welcomed actual “drones” into the MAAC house. We received the Exemption mid-May 2019, the “status-quo” agreement with NAV CANADA May 26, 2019 and CAR Part IX took effect June 01, 2019 - not a lot of time to sort these issues out!
- In the winter of 2020 when we should have been sorting out issues came the Covid19 pandemic and priorities shifted far far away from MAAC. In the summer of 2022 discussions

resumed, MAAC sites in controlled airspace were discovered and you know the rest – more or less.

- 2024 and here we are once again – working through the SFOC process and trying to obtain recreational model airplane “rules” free from as much regulatory burden as possible while assuring the powers that be WE are safe – not much different than 2015 to 2019. We once again have secured subject matter experts who work directly with our partners at TC and NAV CANADA and the DND and we have been very successful in obtaining 4 SFOC and our Manufacturer/Safety Assurance Declaration.

What’s next? – as with all these magazine articles, by the time this comes out our hard work will have either paid off or will continue. Which brings me to probably the most important point.

Carl Layden as your new president should have released a video by now speaking about MAAC governance which I will sum up thusly – the members role is to elect their Zone Director who then becomes a Director on the Board of Directors (BoD). The members voice thereafter is limited to the Annual Zone Meeting (AZM) resolution and recommendation process. The BoD is responsible to run MAAC day to day – the BoD does not need member pre-approval for the decisions they take, and they should not be influenced by minority groups opinions/desires outside the res & rec AZM/AGM process. MAAC is not a debating society or a big Club – it’s a corporation. No one person, including the President, can action any items.

Equally, the MAAC safety code, regulatory compliance, or freedoms obtained are not part of some MAAC member debating society. MAAC has considerable subject matter expertise which the Board relies upon when the Board approves any Safety Code, related policy, or regulatory compliance items or flying freedom pursuit. The Board would be equally unwise to listen to minority groups or individual opinions on such weighty matters, which in the end only serve to distract and slow down progress for all.

We can emphasize with rank-and-file

*continued on page 8*

### Chronique du vice-président

*suite de la page 6*

- Nous voici rendus en 2024 et nous voici – une fois de plus – en train de travailler à parfaire le processus de COAS afin d’obtenir des « règles » pour avions miniatures de loisirs qui soient aussi libres que possible de tout fardeau réglementaire tout en rassurant les décideurs que NOUS appliquons la sécurité – peu de choses ont changé depuis l’époque de 2015 à 2019. Une fois de plus, nous avons retenu les services d’experts en matière qui travaillent directement avec nos partenaires de Transports Canada et de NAV Canada ainsi que du ministère de la Défense nationale et nous avons remporté du succès en obtenant quatre (4) COAS-SATP et notre Déclaration du fabricant/garantie de sécurité.

Quelle sera la suite? – comme c’était le cas de plusieurs articles de magazine, d’ici à ce que ces lignes-ci paraissent, notre travail acharné aura rapporté ou il se poursuivra. Ce qui m’amène au point le plus important.

Carl Layden, en sa qualité de nouveau président, devrait avoir dévoilé une vidéo afin de traiter de la gouvernance du MAAC, que je résume ainsi : le rôle des membres, c’est d’élire leur directeur de zone respectif, une personne qui devient ensuite un directeur au sein du Conseil de direction. La « voix » des membres se limite ensuite au processus de formulation de résolutions et de recommandations en prévision de l’Assemblée générale annuelle (A.G.A.) Le Conseil de direction est responsable du fonctionnement quotidien du MAAC – le Conseil de direction n’a pas besoin de l’approbation des membres au préalable en ce qui concerne les décisions qu’il prend, pas plus que le même Conseil ne devrait se faire influencer par l’opinion/la volonté de groupes minoritaires, après avoir passé par le processus de résolutions et recommandations (aux assemblées de zone et générale annuelle). Le MAAC n’est pas une société de débats ou un gros Club – c’est une corporation. Aucune personne à titre individuel – y compris le président – ne peut agir sur un sujet ou l’autre.

Dans le même ordre d’idées, le Code de sécurité du MAAC, la conformité aux règlements ou encore, les libertés acquises, ne font pas partie d’une quelconque société de débats parmi les membres du MAAC. Le MAAC jouit de beaucoup d’expertise en la matière, ce sur quoi le Conseil de direction se fie **lorsqu’il approuve quelque** Code de sécurité que ce soit, une politique connexe, des sujets de conformité réglementaire ou la quête des libertés de vol. Il ne serait pas plus sage que ses membres écoutent les groupes minoritaires ou des opinions personnelles sur des enjeux aussi importants; en bout de ligne, ces échanges mènent à la distraction et ralentissent le progrès, au grand dam de tout le monde.

Nous pouvons nous ranger aux côtés des membres ordinaires qui veulent passionnément reprendre les vols comme auparavant (avant 2019?) le plus tôt possible. Le sentier vers ces libertés de vol, ça ne passera pas par des protestations ou des pétitions mais plutôt par l’analyse méthodique des problématiques de sécurité et d’espace aérien, ce qui se fera en travaillant de concert avec nos partenaires. La portion la plus difficile, c’est de convenir que d’autres personnes maîtrisent la situation. Une fois de plus, les quatre (4) COAS, le retour des opérations du MAAC en de l’espace aérien contrôlé, tout cela a été obtenu en l’espace d’environ huit mois – ce sera plus rapide, cette fois-ci. On tient bon... ✈

### Vice-President's Message

*from page 7*

members who are passionate and want to resume flying like we were before (pre-2019?) as soon as is possible. The path to those additional flying freedoms will not be through protests or petitions, but by methodical analysis of safety and airspace issues working with our partners. The hard part is trusting others have this under control. Again, 4 SFOC, MAAC operations in controlled airspace have all been obtained within about 8 months – much faster this time around. Hang in there. ✈

### Chronique du président

*suite de la page 4*

les volets au sein du MAAC sont importants. Nous nous ajustons à la réglementation fédérale qui déteint sur plusieurs de ces volets. Le MAAC, lui aussi, a changé et il devra continuer dans cette mouvance afin d’être efficace dans cet univers réglementé. Certaines choses très importantes n’ont toutefois pas changé : le plaisir qu’on ressent à prendre part à des activités d’aéromodélisme; le premier vol d’une toute nouvelle maquette; la frustration de se coller les doigts sur une nervure (rib) d’aile; apprendre à exécuter une manœuvre « tick-tock » ou votre première acrobatie huit horizontale vers l’arrière tout en effectuant un tonneau. Et, oui, même comment réussir à remonter quatre élastiques et hélices sur un Lancaster miniature. L’objectif du MAAC n’a pas changé. Les processus visant à préserver les privilèges de vol sont plus complexes et le MAAC s’y dévoue, au nom de ses membres. Pilotez en toute sécurité et amusez-vous! ✈

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A few members enjoying the day at the CARF New Year's Day Fun Fly. / Quelques membres profitent de la journée lors du Fun-fly du jour de l'An du CARF.



Harley Geiger and his wife before he takes flight with his Stol-X. / Harley Geiger et sa femme avant de faire voler son Stol-X.



An E-Flight Maule takes to the sky on New Year's Day. / Un Maule (d'E-Flite) décolle, le jour de l'An.



A UMX Timber makes a pass at the LARCS indoor flying session. / Un UMX Timber effectue une passe lors de la séance de vol intérieur du Club LARCS.

## ALBERTA (A)

John Horner - 61633

Zone Director  
zd-a@maac.ca

As I am sure most of you are aware by now, Phil has stepped down as Zone Director and I have taken over his position. I would like to thank him for the time he put in. An e-mail was sent out to explain the situation...and who I am. If you did not receive that, feel free to contact me and I will forward it to you.

I would like to mention that this is not an easy position to be in and it's not for everyone. It's one of those situations that you have to try to find out... After sitting in this position for a few months now, I can say that we have a great executive team now and many positive things are in the works. And with that, on to your quick zone report.

### FACEBOOK

Well, it's that time of year again. I hope that everyone had a great Christmas and

new year. Most of you should be well settled into your winter projects for the upcoming flying season or maybe you have taken advantage of this warm start to winter and done some extended flying. I would like to mention that zone A has a page on Facebook now ... and is a great resource for for sharing information. I have shared a thread about winter builds.

Some come over and join in on the discussion; just search for (MAAC Zone-A Alberta/Northwest Territories/Nunavut).

As winter increases its grip on all of us, indoor flying season has begun. And is a great way to stay active in the hobby over the winter. I have been attending a few of them in the central Alberta area. ERCS – the Edmonton Radio Control Society, hosted by Hobby Wholesale, has its indoor flying at the Kingsway Air Museum every month. it's a smaller indoor venue but participants always a good time. The LARCS -- Leduc Radio Control Society hosts its indoor sessions at the Leduc recreation centre a few times over the winter. This is a huge venue that you can fly some larger aircraft

at, and when it comes to indoor venues, this is as good as it gets! There are a few other clubs also hosting indoor flying across the zone and there are plenty of options for aircraft on the market nowadays... so get out and give it a try.

CARF hosted its annual New Year's Day Fun Fly and it looks like participants had some great weather for it and a few pilots showed up to get those first flights of the year in.

As winter continues, I find myself in the basement working on my builds for the next season, covering the floor in balsa dust and covering scraps while thinking about the season ahead...I am really looking forward to getting out to the events this summer and meeting a bunch of you. Zone A hosts a lot of amazing events over the year...and I wish I could get to them all.

Anyway, that's it for now. Talk to you all in the next issue. Have a great winter and try to stay warm! ✨

## ALBERTA (A)

John Horner - 61633

Directeur de zone  
zd-a@maac.ca

Comme vous le savez sans doute maintenant, Philippe (Dessureault) a quitté son poste de directeur de zone et j'ai pris la relève. J'aimerais le remercier pour le temps qu'il y a consacré. Nous avons envoyé un courriel afin d'expliquer la situation... et qui je suis. Si vous ne l'avez pas reçu, sentez-vous bien à l'aise de communiquer avec moi et j'effectuerai le suivi.

J'aimerais mentionner que ce n'est pas un poste enviable et qu'il n'est pas pour n'importe qui. C'est une situation que vous devez essayer afin de voir si vous vous y faites... Après avoir assumé le rôle depuis quelques mois maintenant, je peux affirmer que nous comptons une bonne équipe exécutive maintenant et que plusieurs dossiers (positifs) sont en cours. Passons maintenant au rapport de zone.

### FACEBOOK

Eh bien, voici arrivé ce temps de l'année. J'espère que tout le monde a passé un bon temps des fêtes. La plupart d'entre vous devriez avoir entamé vos projets hivernaux en prévision de la prochaine saison de vol. Peut-être avez-vous d'ailleurs profité de ce début d'hiver tout en douceur afin de prolonger votre saison de vol? Je vous mentionne que la zone A possède maintenant sa page Facebook... et elle s'avère une bien bonne ressource afin d'y partager de l'information. J'ai partagé un lien au sujet des projets de construction hivernaux. Certaines personnes prennent part à la discussion; vous n'avez qu'à effectuer votre recherche (MAAC Zone-A Alberta/Northwest Territories/Nunavut) afin de trouver cette page.

À mesure que l'hiver resserre son emprise sur nous tous, la saison de vol intérieure a commencé. C'est une bien chouette façon de demeurer actif. Je me rends à quelques-unes de ces séances dans la partie centrale de l'Alberta. L'Edmonton

Radio Control Society (ERCS), que parraine Hobby Wholesale, organise ses séances mensuelles de vol intérieur au Kingsway Air Museum. C'est un lieu de plus petite dimension mais les participants arrivent toujours à s'amuser. La Leduc Radio Control Society (LARCS), elle, est l'hôte de ses soirées de vol intérieur au Centre récréatif de Leduc à quelques reprises au cours de l'hiver. L'espace y abonde et vous pouvez y faire évoluer de plus grosses maquettes; en matière de lieu se prêtant au vol intérieur, on ferait difficilement mieux! Quelques autres clubs organisent aussi des séances de vol intérieur ailleurs au sein de la zone et de nos jours, les options abondent lorsque vient le moment de choisir une maquette... essayez ça!

Le Club CARF a été l'hôte de son Fun-fly annuel du jour de l'An et semble-t-il que les participants ont profité du beau temps et ils ont réussi à inscrire leur premier vol de l'année.

À mesure que passe l'hiver, je me

*suite à la page 76*

## ATLANTIQUE (B)

Michael Dick - 63295

Zone Director

506-292-0183

zd-b@maac.ca

### Zone Atlantique

Bonjour, tout le monde. Je m'appelle Michael Dick. Je suis le (très) nouveau directeur de zone en Atlantique. En premier lieu, j'aimerais remercier Carl Layden pour le travail qu'il a accompli pour la zone Atlantique ainsi que pour le MAAC. Je m'aperçois à quel point j'ai des croûtes à manger. Comme vous le savez, Carl a assumé le rôle de président du MAAC au début décembre 2023 et on m'a nommé à la direction de la zone le 14 décembre.

Laissez-moi vous parler de moi. Je suis actif au sein de l'aéromodélisme de façon sporadique depuis les 50 dernières années, environ. J'ai débuté à l'aide de maquettes à propulsion conventionnelle et de planeurs. J'ai quitté le passe-temps à la fin de l'adolescence et y suis revenu en émigrant au Canada en 1997, moment au cours duquel je me suis joint au Saint John Model Flying Club (N.-B.). J'ai aussi rencontré ma femme à Saint-Jean et nous

sommes déménagés à Calgary (Alberta) en 2001, où nous sommes demeurés jusqu'en 2015. Pendant que je me trouvais à Calgary, j'ai commencé à piloter de grosses copies volantes acrobatiques et j'ai commencé à me livrer à la compétition IMAC. J'ai aussi joint les rangs du Fredericton Model Aircraft Club parce que le terrain de Durham était plus près de mon lieu de résidence. La pandémie de COVID-19 nous est ensuite tombée dessus, si bien que tous les concours ont cessé. Je me suis remis à la compétition IMAC en 2023 et j'ai été en mesure de participer à trois concours aux États-Unis. J'ai aussi récemment commencé à piloter des maquettes à turbine et c'est toute une sensation!

### FACEBOOK

Histoire de faciliter la communication et de la rendre pratique au sein de la zone, j'ai créé une page Facebook à l'intention de la zone B (Atlantique) afin de partager :

Les détails de Fun-flies et autres événements

Des photos et autres

Les messages en provenance du MAAC (je veux limiter les envois par courriel)

Les discussions portant sur les avions et hélicoptères dans la région Atlantique

Tout autre sujet afférent à l'aéromodélisme.

La page s'appelle « MAAC Zone B – Atlantic ». Avertissez-moi si vous ne la trouvez pas et je vous enverrai un lien vers ladite page.

On avance jusqu'à aujourd'hui. Nous sommes rendus au temps des fêtes 2023 et je suis devenu directeur de la zone depuis deux semaines et je me suis appliqué à rédiger cette chronique en prévision de la première contribution à Model Aviation Canada. J'essaie encore d'apprendre les rouages de mon nouveau rôle et de prendre pied. C'est tout pour l'instant et je vous souhaite une excellente saison de construction. J'ai bien hâte à la prochaine saison de vol et j'espère rencontrer plusieurs d'entre vous en personne.

Si vous avez quelque question, inquiétude ou commentaire que ce soit, n'hésitez pas à communiquer directement avec moi. ✈



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## ATLANTIC (B)



Some late fall flying at the South West Flyers RC Club. Picture was taken at the Roland Bourque RC Flying Field in Yarmouth, NS / Séance de vol de fin d'automne des South West Flyers RC Club. La photo a été prise au terrain Roland-Bourque, de Yarmouth (Nouvelle-Écosse).

### Michael Dick - 63295

Zone Director

506-292-0183

zd-b@maac.ca

Hello all, my name is Michael Dick, and I am the new (very new) Zone Director for the Atlantic zone. Firstly, I would like to thank Carl Layden for the work he has done for the Atlantic zone and for MAAC. I realize that I have big shoes to fill. As you know, Carl has taken the MAAC President's role in early December 2023, and was I appointed Zone Director on December 14th, 2023.

A little about me: I have been involved in model airplane flying on and off for the last 50 years or so. I started with small glow-powered aircraft and gliders. I left the hobby in my late teens and came back to it after I immigrated to Canada in 1997, when I joined the Saint John Model Flying Club in Saint John, NB. I also met my wife in Saint John, NB and in 2001, we moved to Calgary,

AB where we stayed until 2015. While in Calgary, I started flying large scale aerobatic aircraft and started competing in IMAC. In 2015, we moved back to New Brunswick, and I rejoined the Saint John Model Flying Club. I also joined the Fredericton Model Aircraft Club because the Durham flying site was closer to where I live. Then came COVID-19, and all competition came to a screeching halt. I started IMAC competition again in 2023, where I was able to attend three competitions in the United States. I recently started flying turbine-powered aircraft as well, and it's a blast (pun intended).

### FACEBOOK

To make communication within the zone easier and more convenient, I have created a Facebook page for Zone B Atlantic to share things like

Fun Flys and other events.  
Pictures, etc.

MAAC messages in general (trying to minimize the use of DOANE of e-blast).

Discussions around model airplane/helicopter flying in the Atlantic region. Anything else related to the hobby.

The page is named "MAAC Zone B – Atlantic". Please let me know if you cannot find it, and I will send a link to the page.

Fast forward to now. Its Christmas 2023, and I am the Zone Director for almost two weeks now, writing my first column for Model Aviation Canada. I am still trying to learn the role and to get my feet under me. That is all for now, and I wish all of you a pleasant and enjoyable building season. I am looking forward to the next flying season and I am hoping to meet many of you in person.

If you have any questions, concerns or feedback in the meantime, please don't hesitate to contact me directly. ✈

## COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



Gathering for November 11 Remembrance Day service. / Le rassemblement à l'occasion du service commémoratif du 11 novembre.

### Mark Betuzzi - 26605L

Directeur de zone  
zd-c@maac.ca

Je me suis intéressé pendant de nombreuses années aux maquettes d'avion. Je me suis joint au MAAC en 1984 mais je n'ai pas acheté ma première maquette avant 1994. Il s'est écoulé une autre année avant que je puisse me libérer afin de suivre ma formation au terrain de la Kamloops Model Airplane Society. Puisque ce groupe en était encore à ses débuts, les pionniers de l'époque investissaient beaucoup de temps et d'effort à préparer le terrain pendant les premières deux ou trois années et nous avons quantité de projets à faire aboutir. Vous pouvez consulter l'historique du Club au lien suivant : <https://www.kmasrc.ca/Our%20Club.html>.

### CE QUE NOUS FAISONS

Les devoirs d'un directeur du MAAC

impliquent de s'occuper des membres et des clubs au sein de la zone C. Nous participons à des réunions régulières du Conseil de direction et nous déplaçons parfois pour des réunions en mode présentiel. Les rencontres en ligne s'étalent sur 1,5 à deux heures. Quant aux réunions en personne, elles nécessiteront souvent de trois à quatre jours pour un bénévole du Conseil de direction du MAAC. Ajoutons à cela le temps que consacre le directeur aux tâches de zone et le temps que passent les directeurs à lire la documentation en préparation aux réunions.

Pendant ces réunions, nous examinons et mettons à jour toute la documentation pertinente, examinons le budget, songeons à la planification sur de trois à cinq ans et réfléchissons à la meilleure façon de faire en sorte que les membres du MAAC puissent effectuer des vols. Le processus a été très long mais 2024 s'annonce bien pour ces mêmes membres. Notre président et le Conseil de direction s'occuperont de

dévoiler toute mise à jour. Nous jouissons d'un bon rapport de travail avec Nav Canada et Transports Canada.

### PLAISIR ASTRO

Fin octobre, quelques instructeurs de la Kamloops Model Airplane Society ont décidé de lancer des maquettes de fusée, l'astromodélisme. La saison de vol était fort avancée et l'indice de feu était très bas dans les environs. Le vent ne soufflait pas, si bien que nous avons aménagé une aire de lancement et nous avons fait décoller environ six fusées. Chacune a été récupérée intacte. Nous étions en mesure de les lancer une fois de plus, une prochaine fois. J'ai inséré quelques photos de cette journée de plaisir.

À chaque 11 novembre, la KMAS organise un service commémoratif empreint de respect. J'ai inclus quelques photos de la cérémonie de 2023.

J'espère vous voir sur la ligne de vol. ✈



## BRITISH COLUMBIA INTERIOR – YUKON (C)



### Mark Betuzzi - 26605L

Zone Director  
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For years, I was always interested in model airplanes. I joined MAAC in 1984 but did not purchase my first RC plane until 1994. It was another year before I could free up some time and take my flight training at the Kamloops Model Airplane Society's flying site. As KMAS was in its infancy, the first two or three years was the time a core group of enthusiastic volunteers did all the preparation work to get the field and area ready for RC flying. Flying was limited for those years as we had a ton of projects to complete. The full history of our club is located with this link: <https://www.kmasrc.ca/Our%20Club.html>.

### WHAT WE DO

The duties of a MAAC Director involve looking after and attending to the Zone C members and clubs. There are also regular online Board meetings, and meetings in person with all the MAAC Board members. The Board meetings online last from 1.5 – 2 hours. The in-person meetings are usually spread out over two days. With travel, the in-person meetings will often take up three or four days of a volunteer MAAC Director's

*continued on page 76*

*Ben Overmar's (MAAC 20760) Spitfire, an EMS Spitfire Mk IX in Canadian squadron markings. Wingspan is of 89 inches, flying weight is of 28 pounds. It sports a full-scale cockpit but lacks a pilot for the moment. The exhaust manifold, cannons and antenna were 3-D printed. Motor is a DLE 55 equipped with a Pitts muffler and swinging a 23 x 8 propeller. Retracts are from Robart. / Le Spitfire Mk IX de Ben Overmar (MAAC 20760). Il s'agit d'un kit d'EMS aux couleurs d'une escadrille canadienne. L'envergure est de 89 pouces, le poids est de 28 livres. Son cockpit est entièrement détaillé mais ne comporte pas de pilote pour l'instant. Le collecteur (manifold), les canons et l'antenne ont été réalisés par impression en trois dimensions (3D). Le moteur est un DLE 55 muni d'un silencieux Pitts et qui fait tourner une hélice de 23 x 8. Le système de train escamotable provient de Robart.*



*Warbirds on static display for the November 11 service. / Des « coucou de guerre » en exposition à l'occasion du service commémoratif du 11 novembre.*

# MILIEU (E)

Carl Cimprich - 44232L

Directeur de zone|

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Bonjour, les membres de la zone du Milieu!

Nous y voici une fois de plus... une nouvelle année... 2024!

Plusieurs clubs du MAAC partout au Canada ont amorcé l'année à l'aide d'une rencontre traditionnelle souvent appelée « Frozen Finger Fun Fly (FFFF) » (Fun-fly à s'en geler les doigts). Même si votre propre club l'appelle autre chose, le format se ressemble; des membres de club se rejoignent afin de profiter de notre passe-temps pendant une journée spéciale (le Nouvel an).

Nous bravons le froid de janvier afin de souligner notre esprit de camaraderie ainsi que notre passion pour les maquettes télécommandées. Certaines personnes s'agglutinent autour du feu afin de se réchauffer et afin de partager des nouvelles et idées. Qu'entendent-ils construire afin de faire voler une prochaine maquette; réussissons-nous à nous rassembler ainsi souvent au cours de la prochaine saison?

Bien sûr, nous retenons toujours le nom du modéliste qui effectue la première envolée de l'année. Sam Martyk semble maintenant faire partie de la tradition en étant le premier, justement, en 2024! Sam est l'un des membres fondateurs du Club et il s'adonne encore à plusieurs volets de notre passe-temps. C'est un honneur de partager ces expériences auprès de tels membres.

Je me suis rendu au FFFF à titre de membre ordinaire cette année, et ce, pour la première fois depuis bien longtemps. Je n'ai pas été parmi les premiers cette année - j'étais triste à ce sujet - mais c'était tout de même bien de pouvoir dormir un peu plus longtemps. J'ai pris congé de toute tâche au sein de l'exécutif du Club afin de bien m'acquitter de mon travail à titre de directeur de zone. J'espère - non, j'en suis persuadé! - que ces tâches me seront bénéfiques en ma qualité de représentant au sein du Conseil de direction du MAAC. À ce titre, j'espère aussi pouvoir élargir mon cercle d'amis et d'ajouter à mes souvenirs.

J'ai changé mes plans à la dernière minute afin de préparer une chronique en



Marc VanDenEede looks on as Sean Galway readies his Nitro powered twin for flight! / Marc VanDenEede observe la scène pendant que Sean Galway prépare son bimoteur (à nitro) en prévision du prochain vol. Photo by Sam Martyk



The NRMFCs own Hall Of Fame recipient Tom Bateman (2nd from right) enjoys a snack around the fire with some of the gang. Tom Bateman (2e à partir de la dr.) -- un récipiendaire du Temple de la renommée du NRMFC -- grignote autour du feu avec quelques membres de la bande. Photo by Sam Martyk

prévision du prochain numéro de la revue. Voici donc que j'ai rédigé celle-ci grâce à mes propres pensées. Je n'en ferai pas une habitude. Mon équipe et moi rendrons visite à votre terrain et nous récolterons du contenu pour les rapports de la zone Milieu (E). Toutefois, si vous voulez nous faire part d'une histoire ou nous envoyer des photos à partager dans cet espace rédactionnel, DE GRÂCE, communiquez avec moi par le biais de cette adresse courriel : zd-e@maac.ca.

En terminant, j'espère que 2024 s'avérera une collection de succès de toutes sortes

au sein de notre passe-temps et que vous serez en mesure de rire et de partager des moments importants, que vous effectuerez des envolées ensemble et que vous partagerez d'autres expériences. Une nouvelle année, c'est l'occasion de refaire le plein, de saisir de nouvelles opportunités, idées et de transformer vos rêves en réalité. Je vous souhaite une nouvelle toile... une toile formée de nouvelles chances, de succès et de prospérité. Que nos liens communs se raffermissent davantage et que nous puissions saluer nos accomplissements! Bonne année! ✨

## MIDDLE (E)

**Carl Cimprich - 44232L**

Zone Director

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Hello Middlers,

Here we are again, a new year...2024!

Many MAAC clubs across Canada started the year with a traditional get-together in the form of a Frozen Finger Fun Fly (FFFF). Even if your local club calls it by a different name, it's the same everywhere; fellow club members getting together to enjoy our common hobby on a special day.

We brave the cold of January to honour our shared devotion to our comradery and our passion for RC. Some huddle around a fire pit to keep warm while sharing news and ideas. What are they building to fly, or how shall we engage like this more often in the coming season?

We always, of course, take note of who got in the first year's flight. It seems to be tradition now at my club, that Sam Martyk is the first club member to fly in 2024! Sam is one of the original founding members of our club, and still going strong in all aspects of the hobby, it's an honour to share these experiences with such members.

I attended my club's FFFF as a member at large this year for the first time in many years. Not being one of the expeditors of the day, I felt a bit sad in a way but being able to sleep in was quite a bonus. I stepped back from my club executive to concentrate more on getting the ZD job right. I hope -- no I am sure -- it will be just as rewarding this New Year as your advocate within the MAAC Board. I also hope to build new wider spread acquaintances, and memories with you as your ZD.

I did shift gears at the last minute in order to best prepare a special column for the next issue of this magazine. So, for now I had to pen this column from my own thoughts. It will not be my habit going forward. Both my team and I will be visiting your field in somewhere Ontario and getting content for the Middle Zone (E) reports. However, if you have a story and or pictures you want to share in this space, PLEASE endeavour to get in touch with me using this e-mail address: zd-e@maac.ca.

In closing, I trust that 2024 will be a renewed tapestry of success for all of you in our hobby with laughter and cherished



From the left, Mike Bortolin, Mike Conway, and Rick Trigatti discuss Mike B's electric T-28. / De g. à dr. : Mike Bortolin, Mike Conway et Rick Trigatti échantent sur le T-28 (Trojan) électrique de Mike Bortolin. Photo by Sam Martyk



RC veteran Ron Campbell with his really cool electric bird of prey! / Ron Campbell, un modéliste de longue date avec son étonnant oiseau de proie électrique! Photo by Sam Martyk

moments, flying together and realizing wonderful shared experiences. A new year is an opportunity to build fresh perspectives, grasp new opportunities, ideas and making dreams become reality. So I wish you all

a fresh canvas of new chances, successes and good fortune. May our common hobby bonds strengthen us all and our achievements! Happy New Year! ✈️

## NORD ONTARIO (F)

**Craig Knight - 9467L**

Directeur de zone

705-254-8610 | zd-f@maac.ca

Nous voici rendus en 2024 et nous avons vécu quantité de changements au cours de la dernière année. C'est difficile de résumer quoi que ce soit.

L'une des problématiques que vous avez soulevées, c'est le manque – ou la ponctualité – des communications émanant du Conseil de direction et destiné à vous, les membres. Je rédige cette chronique à la fin décembre et vous la lirez en février alors, oui, nous comprenons. Il se peut que vous ayez suivi le président Carl sur Facebook et sur YouTube au cours de l'hiver. C'est un début quant à notre intention de vous acheminer les renseignements plus vite. Vous devriez aussi avoir reçu des communications électroniques mensuelles de ma part. Nous espérons ainsi améliorer la communication; nous devons en faire davantage. C'est un défi au sein du Conseil de direction puisque certains membres plus âgés ne sont pas à l'aise avec les diverses plateformes de communication. Nous acceptons vos suggestions avec plaisir.

### CE QUI S'EN VIENT

Nous répertorions deux événements jusqu'à maintenant en prévision de l'été prochain. Le Club TARMAC s'est déjà fait approuver son Fun-fly. Celui du NIPMAC est prévu mais nous attendons encore la demande officielle. Le Fun-fly nord-ontarien doit aussi être placé au calendrier. Je me doute que la région de Sudbury attend son « ajustement » à l'altitude afin de planifier son championnat NOIC. La région de Sault-Sainte-Marie attend aussi les détails du Groupe consultatif de Transports Canada (TCAG) quant à l'espace aérien contrôlé afin de planifier les activités de l'été.

Bien que cela ne se trouve pas dans le nord de l'Ontario – mais très près – le Club de Sault Ste. Marie (Michigan), les Rosedale International R/C Flyers, a l'intention d'organiser un concours IMAC.

### PROJETS

C'est la saison de construction ici, dans le nord de l'Ontario. Je suis persuadé que



Barry Cameron, flying indoors with his Fokker DVII. / Barry Cameron fait voler son Fokker DVII à l'intérieur.



Club instructor Nico McIntosh helping tune Cecil Marshall's Bipe. / Nico McIntosh (instructeur de club) aide à régler le biplan de Cecil Marshall.

plusieurs nouveaux projets ont été entamés dans vos sous-sols. Pour ma part, je suis à assembler un Lazer (un kit d'AJ) de 60 pouces. Il sera à propulsion électrique. J'espère que ce sera un choix judicieux pour mes déplacements. Bien que tout ce que je trimballe entre actuellement dans mon Kia

Sorento, certaines maquettes ne voyagent pas aussi aisément.

J'ai inclus quelques photos de l'été 2023, gracieuseté de Peter Smith, dont la photo est l'une de ses nombreuses passions. J'espère qu'elles vous plairont. ✨

## NORTHERN ONTARIO (F)



Ron McLean's Carbon Cub coming in for a landing. / Le Carbon Cub de Ron McLean à veille d'atterrir.

### Craig Knight - 9467L

Zone Director

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Here we are in 2024, with so many changes over the past year, it's difficult to know where to start.

One of the issues raised was the lack of, or timeliness of communications from the Board to you, the members. I am writing this in late December and you're reading this in February, so yes, we get it. You may have followed President Carl's Facebook and YouTube messages over the winter. This is a start at getting information to you quicker. You should also have received monthly e-blasts from me. We're hoping these will help the communication flow; much more needs to be done. This continues to challenge the Board as many older members are not as comfortable with various social media platforms as are the younger members. Your suggestions are always welcome.

### WHAT'S COMING UP

We have two events so far planned for the upcoming summer. TARMAC has already received approval for its Fun Fly, NIPMAC is planned but has to submit their application. The Northern Ontario Zone Fun Fly has to be scheduled also. I suspect



that Sudbury is waiting for an altitude "adjustment" in order to plan the NOIC. The Sault is also waiting on the TCAG to find some opportunities in our controlled airspace site before they make plans for the summer.

While not in Northern Ontario, but very close, the Sault Ste. Marie Michigan club, Rosedale International R/C Flyers, is planning to host an IMAC contest.

### PROJECTS

It is building season here in Northern Ontario. I'm certain there are many new projects on the go. Personally, I'm building an AJ 60" Lazer. It will be electric powered. I hope this works out to be a good choice for travel. Even though everything I have fits my Kia Sorento, some don't travel well.

I've included a few random shots from the summer by Peter Smith, who counts photography among his many pursuits. Enjoy. ✈

# VALLEE DE L'OUTAOUIS (G)

**Brent Norman - 48492L**

Directeur de zone

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Bonne année et bienvenue à mon premier rapport de la zone G. J'étais l'un des assistants directeurs de zone en appui à Jeff Nidd. Jeff a tiré sa révérence et j'ai offert de donner un coup de main. Je le remercie de son travail acharné, ce qui a permis à la zone de remporter du succès...et de l'aide qu'il m'a offerte.

## DÉTAILS BIOGRAPHIQUES

Pour ceux d'entre vous qui ne me connaissent pas, je suis actif au sein de la zone de la Vallée de l'Outaouais depuis que j'ai obtenu mes « ailes », en 1992. J'ai fait partie de l'exécutif de l'Ottawa Remote Control Club (ORCC) et j'ai éventuellement assumé la présidence... juste avant que la tempête de verglas (en 1998) ne nous prive de notre terrain de vol. L'une des meilleures tâches au sein du Club était d'agir à titre d'instructeur. Nous organisons la formation le mercredi soir et les fins de semaine et j'ai aidé quantité d'élèves pilotes à obtenir leurs « ailes ». J'ai d'ailleurs mené campagne auprès du MAAC pour que l'écusson des ailes soit en métal plutôt qu'en plastique. Je crois que j'étais aussi fier qu'eux au moment de leur remettre ce précieux objet. Il est arrivé que mes élèves soient âgés d'entre huit et presque 80 ans. Au fil des années, grâce à des amis et à un

certain collègue de travail (Doug Penchuk), j'ai joint les rangs (devrais-je dire que je suis devenu accro?) des grosses maquettes volantes et des copies volantes en général. Ont suivi les jets de type ducted fan et des versions de jets électriques. J'ai même travaillé le samedi chez un magasin de passe-temps afin de subventionner mon passe-temps. Ma mère m'avait averti qu'il était carrément dangereux de travailler en un tel lieu et elle avait raison. Ma collection d'avions s'est agrandie au cours de cette époque... mais pas mon portefeuille.

Au gré des années, Ken Park et moi avions tenté de lancer un rassemblement de jets comme « dans le bon vieux temps » de Belleville. Malheureusement, il était difficile, voire impossible, de trouver un terrain convenable au sein de la zone, histoire de présenter un événement de deux ou trois jours. C'était parce que le ministère de la Défense nationale et que les Cadets de l'air utilisaient l'ancien emplacement. Éventuellement, Greg Hope et moi avons fait démarrer un club exclusif aux maquettes à turbine, Ottawa Valley Jets (Club 800) au sein de la zone G. Des membres de la région d'Ottawa et même de Montréal se servaient de notre magnifique terrain en pelouse. Je suis aussi l'un des préposés à l'entretien dudit terrain du OVJ et j'y coupe le gazon. Mon ami Calvin Goble m'a offert de construire ma maquette à turbine lorsque mon troisième garçon est né... et j'en suis devenu dépendant.

Ensuite, un autre de ses jets a rejoint mon parc d'avions... et quelques autres. J'aime encore piloter à peu près n'importe quoi, surtout s'il s'agit d'une copie volante. Je désire appuyer et conseiller les clubs et les membres à mesure que nous nous remettons au pilotage. Les clubs au sein de la zone sont déjà en train de planifier des événements pour 2024.

D'ici la parution de ce numéro de la revue, les Stetson Flyers devraient avoir présenté leur séance de premier vol de 2024, le 1er janvier à 9 heures. Malheureusement, je ne pouvais y être après m'être fait mal au dos mais je suis persuadé que tout le monde s'est amusé. J'ai hâte de charger des maquettes dans l'auto et d'aller à la rencontre de membres au cours de la prochaine saison. Je possède au moins cinq exemplaires de chaque type de maquette.

La saison de vol 2024 sera inaugurée grâce à des événements déjà inscrits au calendrier. L'un est le rassemblement Spring Fun Fly du Club de Brockville (BMAC), le 2 mars. Le 9 mars, les Stetson Flyers présenteront leur propre Fun-fly printanier. Compte tenu de cette météo capricieuse, on ne sait jamais si on doit installer des skis ou des roues sur nos appareils. Mais les belles journées de vol reviendront. Assurez-vous de mettre à jour votre adhésion au MAAC et que vos batteries soient chargées. Vous pourrez alors sortir et vous amuser. ✈

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Brent Norman with his T One Fortune at our OVJ site. / Brent Norman et son T One Fortune à notre terrain du Club Ottawa Valley Jets.

## Brent Norman - 48492L

Zone Director  
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Happy New Year and welcome to my first Zone G Report. I was one of the deputy Zone Directors helping out Jeff Nidd. Jeff had to step down and I offered to pitch in and help out. I want to thank Jeff for all of his hard work on setting the zone up for success and helping me.

### A LITTLE BIT ABOUT ME

For those that don't know me, I have been active in the Ottawa zone since I got my wings in 1992. I was part of the executive of the Ottawa Remote Control Club (ORCC) and eventually took over as President just before the famous ice storm of 1998 took out our flying site. One of the best jobs in the Club was being an instructor at the ORCC. We held training on Wednesday evenings and weekends, and I helped many students get their wings. I even campaigned MAAC to change from the plastic wings to the metal ones. I think that I was as proud as they were to present them with their wings. I had

times where my students ranged in age from 8 to almost 80 years. Through the years, due to some friends and a certain co-worker (Dave Penchuk), I got involved (or is that addicted?) to giant scale and scale airplanes in general. Along came ducted fan jets, then eventually EDFs. I even worked every Sunday at one of the hobby shops in Ottawa to help subsidize my hobby. My mom warned me that working there was a dangerous place and she was right. My collection of planes grew during that time period, but not my wallet.

Over the years, Ken Park and I had been trying to start up a jet event like the old days in Belleville. Unfortunately, it was hard if not impossible to find a suitable field in the zone to hold a two- or three-day event. This was due to DND and the Air Cadets making use of the old site. Eventually, Greg Hope and I started a turbine-only club, the Ottawa Valley Jets (Club 800) in Zone G. We have members from Ottawa area and as far as Montreal enjoy our beautiful grass field. I am also one of the ground keepers at our OVJ field and cut the grass. My buddy Calvin Goble offered to build my first turbine jet when my third son was born and I was hooked. Then, another of his jets and

few more joined my fleet. I still enjoy flying just about anything, especially if it's scale. I am here to offer support and guidance to the clubs and members as we get back to flying. The clubs in the zone are already planning some great events for 2024.

By the time the magazine has come out, the Stetson Flyers should have held their first flight of the year on January 1st at 9 a.m. Unfortunately, I had to miss out due to having hurt my back, but I am sure that everyone had a great time. I look forward to packing a few planes in the car and heading out and meeting new members during the coming flying season. I have at least five of each type of model.

The 2024 season will kick off with a few spring events planned. One is for Brockville with its BMAC Spring Fun Fly, on March 2nd. On March 9th the Stetson Flyers are planning their Spring Fun Fly. With this crazy weather, you won't know if you need skis or wheels. Happy flying days are on their way. Make sure your MAAC membership is up to date, and your batteries are charged and get out there and fly and have fun. ✨

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

Adam Maas - 91845

Directeur de zone  
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Bonne année, les amis! Au moment d'écrire ces lignes, nous venons juste de célébrer le Nouvel an et nous sommes en 2024; heureusement, nous laissons 2023 loin derrière, dans le rétroviseur.

L'année dernière était la plus tumultueuse qu'ait eu à affronter le MAAC, de toute son histoire. À ce point-ci, nous connaissons le fil des événements; toutefois, cela a eu beaucoup d'effet sur ce qu'a réalisé le Conseil de direction tout au long de 2023.

À compter de mars, le Conseil de direction s'est concentré à faire en sorte que les membres puissent faire voler leurs maquettes le plus rapidement possible. Si vous vous demandiez pourquoi le MAAC n'avait pas réclamé de nouvelle exemption en 2023, c'est précisément pourquoi. Nous n'avons pas terminé le travail visant à permettre aux clubs d'ouvrir de nouveau jusqu'à tard dans l'année. Le dernier point à traiter – le certificat d'opérations pour

ministère de la Défense nationale – n'a été délivré que le 23 décembre 2023. En deuxième moitié d'année, le Conseil de direction a échafaudé les travaux du MAAC 2.0, c'est-à-dire les mesures à prendre pour mettre le MAAC à la page, pour 2024 et au-delà. Cela se fera en deux parties : la négociation, la planification et le travail documenté afin de regagner nos privilèges de vol; ensuite, la mise au point d'un modèle de gouvernance moderne afin d'éviter les erreurs du passé, à l'avenir.

Le MAAC a repris essentiellement toutes les opérations possibles sous l'égide de la Partie IX du Règlement de l'aviation canadien (RAC). De plus, nous avons reçu des certificats d'opération nécessaires afin d'autoriser les membres temporaires du MAAC – ceux qui proviennent de l'extérieur du Canada – à faire voler des maquettes et d'organiser des événements publics et des concours.

Le MAAC planche actuellement sur les prochaines étapes vers le retour de nos privilèges de vol. Cela traite de tout, des opérations au-dessus des 125 mètres (400 pieds) d'altitude aux maquettes

documenté qu'il faudra investir afin de se conformer à la Partie IX. Le Conseil de direction continuera d'examiner toutes les options et choisira celles qui offriront la meilleure valeur au MAAC, à ses membres et à nos partenaires de sécurité aérienne, Transports Canada et NAV Canada.

### RAPPELS DE SÉCURITÉ

Nous sommes toujours en pleine saison de construction ou de réparations. Je recommande la prudence à tout le monde au moment de travailler sur leurs maquettes; retirez l'hélice de vos appareils électriques et vérifiez les conduites et les « clunks » (dans le réservoir) de vos maquettes à carburant (les diesel aussi!). Aussi, entreposez soigneusement vos batteries. Si vous utilisez les batteries SMART de Spektrum, cela vaut la peine de les vérifier à mi-chemin de la période d'entreposage afin de vous assurer qu'elles ne se soient pas trop déchargées. La puce SMART à l'intérieur soutire constamment une petite quantité de courant; conséquemment, vous ne pouvez pas les laisser en entreposage trop longtemps. Je

*suite à la page 23*



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# SOUTHEASTERN ONTARIO (L)

Adam Maas - 91845

Zone Director  
zd-l@maac.ca

Happy New Year Folks, as I write this, it's just after the New Year and 2024 has arrived, leaving 2023 happily in our rearview mirror.

Last year was the most challenging one MAAC has faced in its history. At this point, we all know the story; however, this had a lot of effect on what the Board did during the rest of the year.

Starting in March, the Board focused on getting members back in the air. If you are wondering why MAAC had not requested a new exemption in 2023, this is the very simple reason why. We did not complete the work necessary to get every club that can re-open in a position to re-open until quite late in the year, with the last gap here (clubs in Department of Defence controlled airspace) having the first SOC issued on December 23rd, 2023. In the second half of the year, the Board started laying the groundwork for 'MAAC 2.0', the MAAC of 2024 and beyond. This is really in two parts, one is doing the negotiation, planning and paperwork necessary to regain our flying freedoms; the other is to build a modern governance model for MAAC to ensure that past mistakes are not repeated in the future.

MAAC has now fundamentally resumed all operations possible under regular Part IX regulations of the CARs. In addition, we have received the necessary SFOCs to allow temporary members from outside the country to fly, and to hold public events and contests.

MAAC is now working on the next steps, a return of our flying freedoms. This covers everything from operations over 400 feet to



Joe Trinidad shows off at the Ron Chapman Memorial Fun Fly, in August 2023. / Joe Trinidad au Fun-fly commémoratif Ron-Chapman, en août 2023.

aircraft weighing over 25 kg, to addressing some of the cost and paperwork burdens for Part IX compliance. The Board will continue to examine every option available and choose the ones which provide the most value to MAAC, the members and our aviation safety partners at TC and NAV Canada.

## SAFETY REMINDERS

As it stands, we are now deep in build and repair season. I caution everyone to take care when working on their aircraft, be sure to remove the prop when working on your electrics, and check fuel lines and clunks on your gas and glow stuff (and diesels too!). Also, be sure to properly store your batteries. If you happen to use Spektrum SMART batteries, it's worth checking them mid-storage to ensure they haven't discharged too low. The SMART chips in these batteries draw a small amount of

current all the time and therefore, they cannot be left to sit for long periods at storage charge, I recommend charging them and re-setting s=to storage charge halfway through the off-season to prevent damaged batteries.

We still should have one or two more swap meets left before the flying season begins. I hope to see you out at one. Swap meets are great sources for deals and great social events in the off-season. But always be sure to give any new airframes a thorough once-over before flying them.

I hope to see many of you out at the field next flying season, as I visit the various clubs in the zone. I am planning on visiting every club in the zone over the course of my term (if they'll have me...), along with our Deputy Zone Director, Wes Brown. One of my regrets during my previous term is how few clubs I was able to visit due to the COVID-19 lockdown. ✈

*Sud-est de l'Ontario (L) suite de la page 22*

vous recommande de les charger et de sélectionner une deuxième fois l'option de charge d'entreposage à mi-chemi de la saison morte, histoire de prévenir tout dommage.

Avant que ne reprenne la saison de vol, vous devriez pouvoir encore assister à une ou deux ventes-échange (les « swap meets »). J'espère vous rencontrer à

l'une d'entre elles. Ces rassemblements s'avèrent un excellent lieu afin de réaliser des aubaines et de se rassembler pendant la saison morte. Assurez-vous de vérifier soigneusement les cellules (airframes) avant de faire prendre la voie des airs à votre nouvel appareil.

J'espère voir plusieurs d'entre vous au cours de la prochaine saison de vol,

lorsque je m'y arrêterai. J'ai l'intention de visiter tous les clubs de la zone en cours de mandat – si les modélistes voudront bien de moi – en compagnie de mon assistant directeur de zone, Wes Brown. L'un de mes regrets par le passé, c'est de n'avoir pu rendre visite à quelques rares clubs en raison du confinement afférent à la COVID-19. ✈

## SUD-OUEST ONTARIO (M)

Peter Doupnik - 16715

Directeur de zone

519-791-5328 | zd-m@maac.ca

Nous avons lancé l'année avec 31 clubs en règle au sein de notre zone et avec 458 membres en règle. C'est une augmentation de 4 % par rapport à la même époque, il y a un an. Ce sont de bonnes nouvelles si on considère ce que nous avons vécu en 2023.

Je vous rappelle gentiment de mettre à jour les renseignements de club au site Web du MAAC en y insérant les noms de votre exécutif et des membres. Veuillez aussi envoyer la liste de vos événements en 2024 afin que le MAAC puisse traiter cette demande.

Notre réunion à Toronto a été productive. Nous avons élu un nouveau président (Carl Layden) et un nouveau membre au sein de l'exécutif (Alain Carpentier). L'accent que nous entendons placer en 2024, c'est de travailler avec Transports Canada et NAV Canada afin d'obtenir l'autorisation d'évoluer dans l'espace aérien, des initiatives de réduction des coûts pour le MAAC, notre dossier assurance et la rétention des membres de l'organisme. Vous obtiendrez des détails là-dessus en visionnant nos extraits sur la chaîne YouTube. Notre intention : effectuer une mise à jour des adhésions une fois par mois.

### PLEINS FEUX SUR UN CLUB

J'espère pouvoir présenter au moins un club dans chacun de mes comptes-rendus de la zone. Dans ce numéro-ci, voici les Forest Lakeside Flyers, d'après les renseignements que m'a fournis son président, Stuart Shroeder :

« À l'heure actuelle, nous comptons 21 membres au sein du Club. S'il le peut physiquement, chaque membre tond la pelouse à tour de rôle (terrain de 4,5 acres, les mardi et vendredi). Cela correspond à trois ou quatre « quarts de travail » par année. La fin d'après-midi et la soirée du mercredi, c'est la séance de vol au Club, afin que nous puissions effectuer des vols et jaser. Nous bénéficions aussi d'un programme d'obtention des « ailes » de pilotage afin que les élèves obtiennent les leurs ou qu'ils se remettent à faire voler des maquettes.



Roger Sutherland, one of the Forest Lakeside Flyers founding members putting on a flight recently at the field. He had a very good flying year last summer with hundreds of flights. / L'un des fondateurs des Forest Lakeside Flyers, Roger Sutherland, a offert une démonstration de vol au terrain, récemment. Il a inscrit des centaines de vols, l'été dernier; c'était une bonne saison pour lui.

« Notre Club a été créé en mai 1982, gracieuseté de six membres fondateurs. Trois d'entre eux sont encore de la partie : Larry Butt, Floyd Maidment et Roger Sutherland. C'était il y a 41 ans! À l'époque, les membres tondaient la pelouse à tour de rôle, ce premier été-là. Le Club a déménagé ses pénates à son emplacement actuel à l'automne 1991. Le nombre de membre continue d'osciller entre 15 et 24 depuis environ une décennie.

« En 2024, nous avons l'intention d'organiser notre Fun-fly annuel en mai et notre rassemblement annuel de copies volantes en juillet. Consultez le site Web du MAAC pour y lire les détails. »

### LE NOUVEL AN À WOODSTOCK

Bryan Mailloux m'a envoyé la mise à jour suivante :

« Le Woodstock Radio Control Flying Club a organisé son événement du Nouvel an. Les pilotes ont apporté leurs maquettes

d'avion, d'hélicoptère et machines 'pour la neige' afin de profiter de la neige nouvellement tombée sur la piste. Nous avons fermé l'abri à l'aide de contreplaqué et de Plexiglas afin d'empêcher le vent froid du Nord d'entrer.

« Les membres ont apporté des gâteries du temps des fêtes, du café, du chili, des hot-dogs et un plat suédois unique, de la soupe aux bleuets.

« Grâce à cette nourriture, les pilotes ont profité de ces retrouvailles et ont inscrits quelques vols afin de faire démarrer l'année.

« Environ 16 membres étaient de la partie et avaient apporté une maquette afin de la faire voler.

« Nous avons hâte de renouer avec le plaisir et d'entretenir les rapports amicaux en 2024. » ✨

## SOUTH-WEST ONTARIO (M)



Rick Knowles' 1.4m FMS Kingfisher, a great all around PNP kit that comes with floats, skis and tundra wheels. This was the first time out on the snow with skis and Rick had several great flights New Year's Day. / Le Kingfisher (de FMS, envergure de 1,4 m) de Rick Knowles est un kit intéressant muni de flotteurs, de skis et de pneus toundra. C'était la première sortie sur la neige à l'aide des skis et Rick a effectué plusieurs excellents vols, au jour de l'An.

### Peter Doupnik - 16715

Zone Director

519-791-5328 | zd-m@maac.ca

We started the year off with 31 paid-up clubs in our zone and 358 paid-up members. Up 4% from this time last year. This is good news, based on what 2023 brought upon us.

Just a reminder to please update your club info on the MAAC website with your new executive and membership. Also send in your 2024 club events to MAAC for processing.

Our meeting in Toronto was productive. A new president was elected (Carl Layden) along with a new executive member (Alain Carpentier). The focus in 2024 will be working with Transport & Nav Canada on airspace use permissions, MAAC cost reduction initiatives, insurance and membership retainment. You will see more information on this from the new MAAC YouTube channel. The plan is to update the membership once per month.

### CLUB FOCUS

I would like to feature at least one club in every zone report. This issue will focus on the Forest Lakeside Flyers that was submitted by club President, Stuart Schroeder:

"At the present time, we have 21 members in the Club. Each physically able member takes his turn at cutting the 4 ½ acre flying field on Tuesdays and Fridays. This works out to three to four times each per year. Wednesday late afternoon / evenings are Club flying nights at the field, where we can get together and fly and talk RC. We have a Wings program to help new pilots earn their wings or refresh their skills.

"Our Club was created in May 1982 with six founding members. We still have three of the founding members, Larry Butt, Floyd Maidment and Roger Sutherland as active members in the Club. That's 41 years! The members taking turns to cut the grass started that first summer. The Club moved to our new and present flying field in the fall of 1991. The club membership has been holding steady between 15 and 24 for the last decade or so.

"For 2024, we are planning to hold our

Annual Fun Fly event in May and our Annual Scale Rally event in July. See the MAAC website for the event details."

### NEW YEAR'S IN WOODSTOCK

Bryan Mailloux sent in the following update:

"The Woodstock Radio Control Flying Club held its annual New Year event. Pilots brought aircraft, helicopters and snow machines to enjoy the fresh new snow on the field. The shelter was closed-in with plywood and Plexiglas to keep the area warmer and out of the cold north light wind.

"Members were able to also bring some festive treats, coffee, chili, hotdogs plus a unique Swedish dish, Blueberry soup.

"With all the warm and tasty food available, pilots were able to enjoy each other's company and get some great outdoor flights for 2024.

"Some 16 members were able to attend and most were able to bring something to fly.

"Here is to more fun and friendships in 2024." ✈



## Alain Carpentier, 93833

Directeur de zone

514-953-2350 | zd-n@maac.ca

BONNE ANNÉE 2024 de la part de la zone (N) Québec!

Une chose que nous ne pourrions jamais dire, c'est bien que 2023 aura été ennuyante.

Mais nous voilà en 2024, avec l'avenir de notre passe-temps devant nous.

Nous sommes une nouvelle zone et je la considère comme étant une zone d'ÉTOILES. Nous comptons sûrement les plus beaux clubs, mais aussi une exceptionnelle équipe d'assistants directeurs de zone.

## SÉANCES D'INFORMATION SUR TC ET LES CERTIFICATS DE PILOTE

Vous étiez 50 à la session de décembre 2023 et au moment d'écrire ce texte, 80 membres ont demandé de participer à celle de janvier.

La formation elle-même sera offerte d'ici le printemps aux membres en règle du MAAC, et ce, à un coût abordable. Des cohortes d'entre dix et 15 participants seront créées afin de réduire les coûts.

Ces cours seront offerts en conférences vidéo. Donc, avec un vrai professeur à qui vous pourrez poser des questions en direct.

Avec Jean-Guy Ouellet, nous envisageons aussi la possibilité d'offrir le cours en anglais.

## VOL INTÉRIEUR

Tous les clubs qui ont accès à des salles de vol intérieur et qui étaient inscrites au



*Some propane heaters and wind shades brought out several members for some winter flying. / Plusieurs membres se sont déplacés afin d'effectuer des vol hivernaux grâce à des brûleurs au propane et à des pare-vents.*

MAAC et qui ont présenté leurs règlements sont maintenant considérés comme étant conformes. Il faut savoir que cette procédure est en place depuis 2012, même si elle n'était pas appliquée avec rigueur.

## 2024 SERA UNE ANNÉE D'ACTIVITÉS DE ZONE AVEC LES ACTIVITÉS SUIVANTES :

Session d'information sur les certificats de pilotes SATP de Transports Canada

Formations de certification avancée pour les membres de la zone N

Vente-échange (SWAP-SHOP) Québec au printemps 2024

Festival Québec à l'été 2024

Congrès d'aéromodélisme et réunion annuelle de la zone (format hybride) à l'automne 2024.

À tout cela s'ajoute l'ensemble des activités des clubs comme :  
journée familiale  
BBQ des pilotes  
rassemblement des pilotes  
et bien plus

## JOYEUX 50E AUX MONTRÉAL AREA THERMAL SOARERS (314)

En 2024, le Club Montréal Area Thermal Soarers (314) situé à Les Coteaux (sur la rive ouest de la pointe de l'île de Montréal) fêtera son 50e anniversaire. Félicitations à votre organisme.

Sur ce, encore une fois, je vous souhaite une excellente année de vol 2024... en toute sécurité. ✨



Rene Fortier's Skywoolf, on skis, is ready to take to the sky! / Le Skywoolf de René Fortier sur skis, fin prêt à prendre la voie des airs!

## Alain Carpentier, 93833

Zone Director

514-953-2350 | zd-n@maac.ca

Happy New Year 2024 to Zone N Quebec!

One thing we'll never be able to say is that 2023 has been boring.

But here we are in 2024, with the future of our hobby ahead of us.

We are a new MAAC ZONE, which I consider to be a STAR zone. We probably have the best clubs, but we also have an exceptional team of Assistant Zone Directors.

## INFORMATION SESSIONS ON TC AND PILOT CERTIFICATES

There were 50 of you at the December 2023 session and at the time of writing, 80 members have asked to participate in the January session.

The training itself will be available by spring to MAAC members in good standing at an affordable cost. Cohorts of between 10 and 15 participants will be created to reduce costs.

These courses will be offered via video conference, with a real teacher to whom you will be able to ask live questions.

With Jean-Guy Ouellet, we are also considering the possibility of offering the same training in English.



## INDOOR FLYING

All clubs that have access to indoor flying premises and were registered with MAAC have submitted their club rules and are now considered compliant. It should be noted that this procedure has been in place since 2012, although it was not rigorously applied.

## 2024 ACTIVITIES

Here are some of the activities already planned for this year:

Transport Canada RPAS Pilot Certificate Information Session

Advanced Certification Training for Zone N members

SWAP-SHOP Québec during the Spring Fun-Fly Québec this summer.

Model Aircraft Congress and Annual Zone Meeting "AZM" (hybrid format) in the

fall of 2024.

In addition to all this, there are all the activities of the clubs which, as I promised, I will attend as many as possible.

Family Day

Pilots' BBQ

Pilots' Gathering

And much more

## HAPPY 50TH TO THE MONTRÉAL AREA THERMAL SOARERS! (314)

In 2024, the MONTREAL AREA THERMAL SOARERS (314) Club, located in Les Coteaux (on the Western Shore of the tip of the island of Montréal) will celebrate its 50th anniversary. Congratulations to your organization.

With that, once again, I wish you a safe and excellent 2024 flying year. ✨

# VELOX REVOLUTION II Rebuild



by Gilles Daigle

The MAXAIR Velox Revolution II was designed with nothing but performance in mind. You name it, it can do it. Whether your thing is down on the deck 3D, or the precision required while performing scale aerobatic, the MAXAIR Velox Revolution II is for you! The MAXAIR Velox Revolution II tracks as straight as an arrow but will tumble with the best of them. Its super light weight makes for an extremely low wing loading and extreme performance.

## THE RESTORATION

When I got the Velox last year, it had a 4 stroke in it which got

taken out and replaced with a Scorpion brushless, a 100 amp ESC, and a 5000 mAh, 6S, spinning a 16 x 7 prop.

To fully refurbish the airframe, the first section to get stripped was the fuselage. Stripping the covering with a heat gun worked great with only a few areas where I had to sand down with 180 grit sandpaper and wiping the area with paint thinners. Second step was to use thin and medium glues to fix hairline cracks here and there and epoxy and fiberglass to repair more serious areas.

There was a lot of work as it had cracked ply and balsa, and showing signs of wear and tear and the landing gear had obviously been ripped out a few times. The front section was rebuilt with 1/8 ply, fiberglass and hardwood blocks.



#### VELOX REVOLUTION II SPECS:

Wingspan	1730 mm 68 in
Wing loading	8lbs 14 oz = 142 oz
Wing area	965 in. square = 6.7 ft. square
Length	1460 mm 57.5 in
Recommended Engine	2C - .91 to 1.0 4C - .91 to 1.1
Radio	4 Channels – 6 servos (Hi-torque)
Weight	3.7 to 4 kg 8.1 to 8.8 lbs



One thing I was concerned with was years of fuel soaked wood in the entire motor mount area and in the front section of the fuselage. This was a few days of washing with alcohol and thinners, sanding, re-wash, lightly sand some more with 400 grit, then eventually use hairspray over the entire area.

The next area to work on was the wings. The covering was stripped, I repaired a few cracked ribs, and did a light sand to finish it off. Oh... I also had to remove 3 AA batteries which I found in the right wing section, presumably to get the lateral balance correct.

The look and design was prepared after time spent online looking at aircrafts and designing some key lines on computer. To keep the left and right side identical, construction board was used as templates, then trace it on the Ultracote covering. All I had to do for the other side was reverse the template, trace, then cut. Red, white, black and chrome was used in the project.

As per picture, all went well.

The next step is the lettering and airbrush work I have in mind. I will be triple checking the sealing of all graphics, hardware, electronics, balancing and with spring coming soon, maiden the Velox...hopefully end of March.

#### GILLES DAIGLE

I have been self employed for 36 years as a commercial aerial photographer, and am the designer of a patented VTOL Hexacopter in 2016 which was registered with Canadian military control goods and ITAR in 2017. I have 28 patents filed US provisional.

My first RC build was at the age of 14. A few sticks off old lobster traps, and pieces of styrofoam sanded down to shape the wings for a control line model powered by a Cox .049. It flew well! That was the start of my passion to design and build 50 years ago! How time goes by fast.

Two years ago, started a club, Aviates RC Flying Club, and been "grooming" the site since with the help of our members now sitting at 17. I took early retirement and am now spending many hours at the field tweaking it to make it safe and adding features for everyone to enjoy.

On average, I repair or build 5-8 airplanes every year. Several club members need stuff done, or want to expand their fleet, so I always have supplies on hand to help them get up in the air. I prepped the field for winter flying and organize the indoor fun events in a local gym. ✨



# BRISTOL BOLINGBROKE DESIGN AND CONSTRUCTION

by Steve Saulnier

## WHO IS THIS GUY?

I got my start building model airplanes like many of us did, as a young teenager building Comet and Guillows kits bought with money I earned delivering newspapers, mowing lawns and shovelling snow. When money was short (which was more often than not) I'd enlarge plans from Flying Models magazine by hand and scratch-build a model from them. Model-building fell by the wayside as I got older, but returned when my own sons were old enough to become interested in the hobby, and before I knew it, I was back building my favourite stick-and-tissue kits, only now I could afford to convert them to RC! I discovered the incredible resource of RC Groups forums, and with the help of many fellow forum members I gradually learned the skills I needed to design my own models. At this point, I've designed and (at least partially built) half a dozen models, two of which have successfully flown with more maiden flights to come. The Bristol Bolingbroke was one of my first designs, and is the first one to appear in a magazine article, so this is a bit of a "maiden" article for me too!

## "BOLINGBROKE"? WHAT'S A BOLINGBROKE?

The Bristol Blenheim was one of the obsolescent twin-engine bomber designs equipping the RAF at the start of WWII, and for two long years was one of the few means by which Britain could strike at Germany. A breathtakingly advanced design when it was rolled out in 1935 (it could outrun all the first-line fighters of the time), by 1940 it was hopelessly outclassed by new fighters such as the Messerschmitt Bf109. During the battle for France and then throughout '40 and '41 as the RAF tried to keep British spirits up by attacking Germany itself, Luftwaffe fighters exacted a terrible toll. The bravery of Blenheim crews, who sometimes lost 11 of the 12 aircraft in a squadron on a single mission, is unimaginable today.



Canada also built the Blenheim to meet an RCAF requirement for a maritime reconnaissance aircraft, and to provide modernish twin-engine aircraft for the British Commonwealth Air Training Plan. Canadian-built Blenheims were called the Bolingbroke, or "Boly" for short. I chose to model the Boly for two reasons, both personal. My father was a young boy in rural Nova Scotia during WWII, and he vividly remembered the airplanes flying over his village from the nearby Yarmouth airbase on their way to a rock island ten miles out to sea, which they pounded relentlessly with practice bombing. Those aircraft were Boly's, and over sixty years later when my brother volunteered to help restore a Boly for the Greenwood Military Aviation Museum, I knew I had to build one myself for RC.

Of course, there are no ARFs or even kits currently available of the Blenheim/Bolingbroke, despite its war record and unique looks. There are one or two plans from out-of-production kits available online, but even then, it seemed if I wanted a Boly, I'd have to build it (and design it first) myself.



## SO, HOW DO YOU DESIGN ONE?

Designing a sport scale RC model isn't as hard as it seems, and a few rules of thumb are enough to get started. First off, unless you chose an aerodynamically radical subject, the proportions of most successful full-sized aircraft are fine for a reasonably-sized RC model. "Reasonable" for me is around 45 - 60" wingspan, because much smaller than that and you have to get really serious about weight control, and larger ones start to get expensive in a hurry. I like scale models to fly realistically, and for me that means keeping wing loading between 12-15 oz/square foot. This rules out fully-sheeted model structures and fibreglass, leaving stick-and-tissue or foam structures, and I'm already partial to stick-and-tissue. I figured that a 48" span Boly would have 2.36 square feet of wing area, giving me a target AUW range of 28 - 35 ozs.

For an electric warbird to fly realistically, another rule of thumb calls for 75-100 watts per pound of weight, or between 130-220 watts for my Boly's weight range. I figured a couple of motors each capable of around 100 watts would be about right and found two old Hobby Lobby SKT 400XT 950kv motors, which can comfortably draw 8-10 amps on 3s, right around that 100 watt target. A modern equivalent would be something like the SunnySky X2208 1100kv motor.

With the basic dimensions, target weight and power requirements worked out, it was time to start drawing. I found a good high-resolution 3-view drawing with fuselage cross-sections online and imported it into my drawing program. I've never learned how to use "real" CAD programs like AutoCAD, and have found graphics programs like CorelDraw or the open-source Inkscape package much more intuitive and easy to use. Tracing the 3-view in the drawing program was the first step to defining the model's structure and its parts, but like most 3-views available, it wasn't symmetrical or even straight, so best practice turned out to be tracing one half of a symmetrical assembly like a wing or the fuselage and then mirroring it in the program rather than trying to trace both sides.

Roughly positioning the equipment was next, with attention paid to locating the battery as far forward as possible, and the motors and retracts located to define their mounting requirements. Having all the equipment components on hand during the design process helped avoid too much re-engineering later while building. Fuselage formers were then positioned to support equipment components, wing and tail mounts. Stringers were added to flesh out the fuselage shape and spaced closely enough to avoid the "starved horse" look of some stick-and-tissue models.

Wing design was simplified by using WingHelper, an inexpensive, easy to use software program. It allows a designer to choose airfoils, washout, spar locations, wing panels, ailerons and other wing parameters, model them in 3D and then output drawings of ribs with spar notches, spars, shear webs and building tabs that can be printed, imported into a plan or prepared for laser or machine cutting. For the Boly, I chose a Clark Y airfoil and an I-beam spar, with turbulator spars over the leading edge and intermediate spars between the main spar and trailing edge.

Engine nacelles were designed around the mounting structures for the motors and retracts, using the same former and stringer technique used for the fuselage. Styrene vacuum-formed cowlings of just the right size were found online at Park Flyer Plastics, along with matching radial engine fronts to fill them.

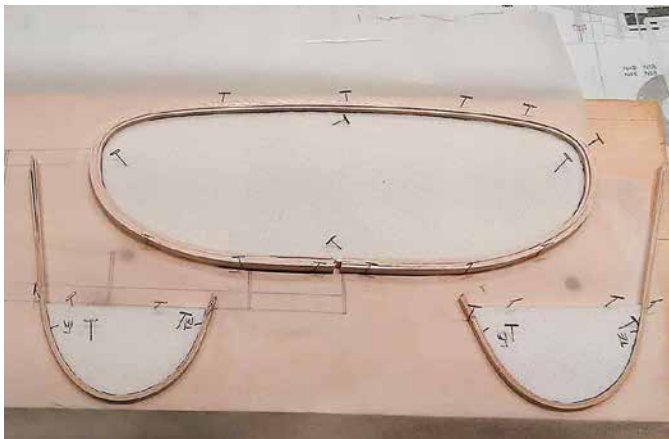
With all assemblies designed and incorporated into the drawing program, the final steps of the process were to assemble all the

drawings onto a single plan sheet for printing, and then to export and arrange the balsa and ply parts drawings for machine cutting. I'm lucky to own a CNC router, so a few pushes of the button later I had a short kit ready to build.

Let's build a Boly!

## TAIL SURFACES.

Building tail surfaces is one of my least favourite tasks, so I get them out of the way first. The horizontal tail, rudder and wing tip outlines are built by laminating three or four strips of 1/16" balsa around foam forms. Soak the balsa strips in hot water for half an hour before bending them around the form and use aliphatic glue like Titebond between strips. Let the laminated outlines dry



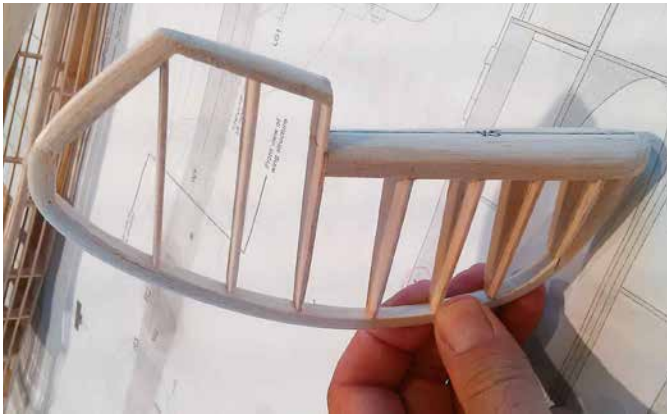
overnight and then carefully pop them off their forms.

Pin the laminated outlines for the horizontal tail onto the plan, and then add the spars and ribs cut from 3/32" x 3/8" balsa strips, being careful not to let the spars for the stabilizer and the elevator become glued together. Baker's parchment paper is useful for keeping these parts separate since CA glue won't stick to it. With the structure installed, the horizontal tail can be popped off the plan and sanded to an airfoil shape before carefully cutting the elevators free by slicing through the laminated outline. I hinged my



tail surfaces with strips of mylar cut from old floppy disks.

The rudder is built in almost the same way as the horizontal tail, but is unpinned from the board after only a few ribs and structural pieces have been added so that the fatter ribs and leading edge at the bottom of the rudder can be built out.



fin ribs V1-V3 give it an airfoil shape. Fuselage wing saddles are built up from two balsa sheet parts A15, glued together and then fitted between the upper and lower side keels on each side of the fuselage. These are then planed and sanded to match the fuselage side contours defined by formers F5-F8. Leave the airfoil cut-outs for the wing in place until the contouring of the wing saddles is complete. (See Fig 6-8)

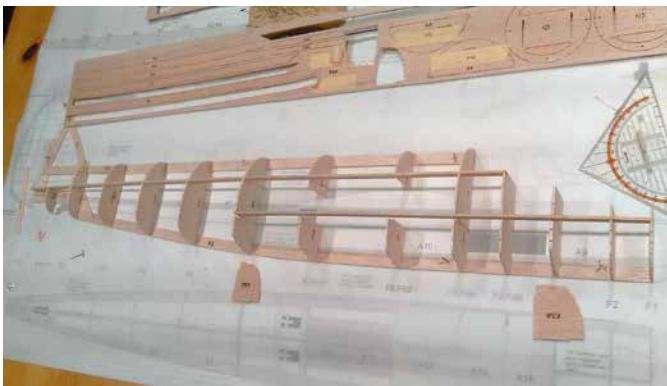
At this point, the fuselage needs some stringers to make it rigid enough to install control linkages for the tail surfaces. Hard 1/16"



## FUSELAGE

Building the fuselage isn't much different from building a Guillows warbird, with half formers added to upper and lower vertical keels pinned to the plan. The formers have punch-out centres, but leave these in place for strength until ready to add stringers. Upper and lower side keels are then glued into their slots in the formers, ensuring the bomb bay hatch formers and keels aren't accidentally glued to adjacent fuselage parts preventing the hatch from being cut free later. Once again, parchment paper comes to the rescue.

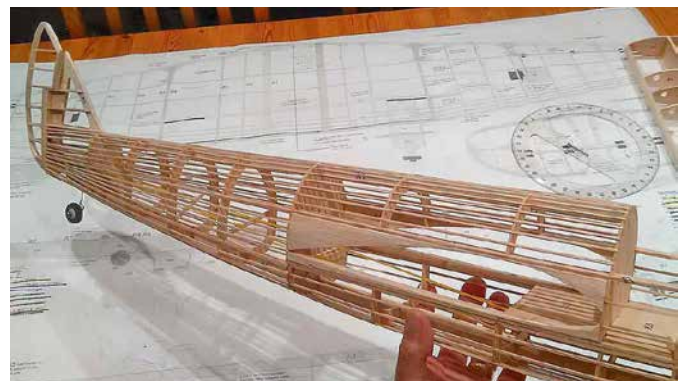
Left and right fuselage halves each have their own set of vertical keels, which are clamped and glued together to join the fuselage



square balsa stringers are used on the fuselage except for 1/16" x 1/8" ones on the bomb bay hatch since this gets a lot of handling. Start with the stringers on the fuselage top between the cockpit opening and the fin, down to the level of the upper side keel A7, but don't install the rear fuselage side and bottom stringers yet to leave access for installing control linkages. Next are those under the cockpit rail and on the lower nose, using parchment paper to

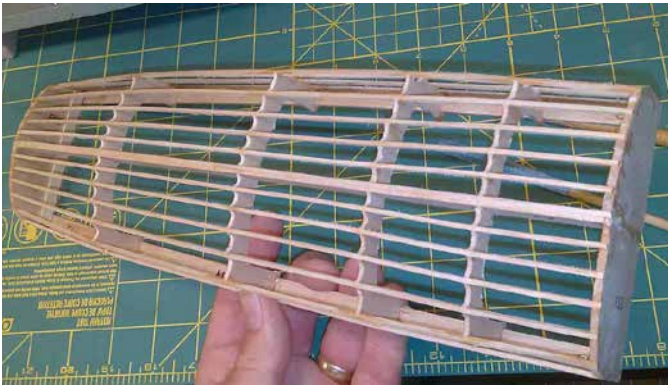


halves once all the formers and side keels have been added. Small magnets are then installed in the fuselage and hatch side keels to hold the hatch in place. Battery tray and fuselage floor parts A12-A14, and the plywood tailwheel mounting plate LG3 are then installed. The vertical fin is an integral part of the fuselage, and



prevent the nose stringers getting glued to the adjacent hatch formers. Finally, add stringers to the hatch itself, again being careful to glue them only to the hatch formers. When dry, the hatch can be carefully cut away from the fuselage.

To set up control linkages, dry-fit the rudder and horizontal tail into position, and add control horns. I used 0.047" music wire



running in Sullivan Golden Cable sheaths for linkages, supported along the way to the tail with pieces of scrap balsa. Rudder and elevator servos should be as far forward as possible behind the battery to minimize tail-heaviness. I chose a fixed tailwheel with steering via differential throttles on my Boly, but a steerable tailwheel could also be fitted. Once linkages are installed, the remaining fuselage stringers can be fitted. (See Fig 10)



## WING

The wing is built "wine case" style, with slotted ribs fitting into slots in the spars, resulting in a strong, interlocking structure. Start the centre section by pinning the lower 3/32"x3/16" bass spar to the plan. Carefully slide ribs R1-R4 onto spar shear webs W1 and W2 without glue, enlarging the slots if needed for a snug fit, and ensuring that each rib is fully seated in its slots. Apply a thin bead of aliphatic glue to the top of the bass lower spar on the plan, fit the rib/shear web assembly over the lower spar, and then adjust the whole assembly to line up with the plan. Pin the assembly in place, making sure the ribs are fully seated on the lower spar and the "feet" at the trailing edges of the ribs are sitting on the plan. When everything is snug and square, apply a drop of thin CA glue to each joint to lock it in place. Fit the upper bass spar into the slots on the ribs, glue it in place with aliphatic glue and hold it in place with

weights until dry. (See Fig 11)

Remove the centre section from the plan and carefully trim the "feet" off the ribs and the bottom of rear spar W2. Assemble the trailing edge parts over the plan, and when cured, pop the TE off the plan and glue it into its slots in the centre section ribs. Assemble the leading edge by epoxying a 1/16" x 3/16" carbon fibre

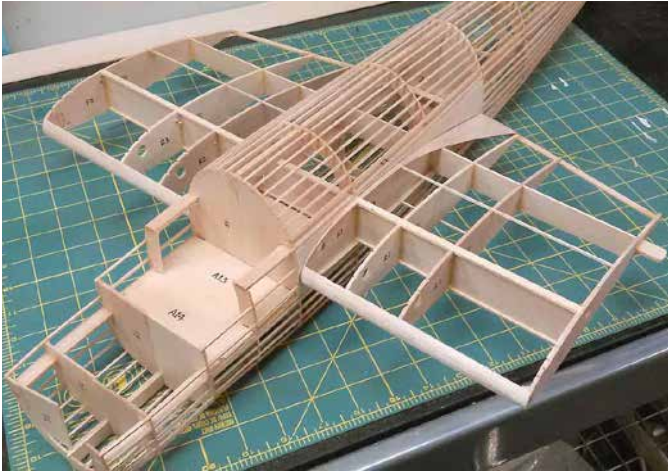


strip to the centre of a 3/4" wide piece of 3/16" balsa sheet, and then glue it to the front of the wing ribs. Wing ribs R1 get a 1/64" ply cap strip/fillet base glued to their upper edges and a 1/16" x 1/2" balsa sheet cap strip on their lower edges. Finish the wing centre section by installing joiner tabs W8 into their slots in R4, and planing and sanding the LE to shape. The outer wing panels are built in the same way as the centre section. Ailerons are built directly on the plans and hinged with floppy disk mylar, and laminated wing tips complete the outer wing panel structure. (See Fig 12)



Five ply parts, two each of LG1 and LG2 and one of N4A, form the motor and landing gear mounts, anchor the wing joiner tube and are the core of the engine nacelles. Start by laminating two retract mount parts LG1 together for each nacelle, and then epoxy two LG2 sides square to the LG1 assemblies (see Fig #). When cured, the "box" assembly "clicks" into place between the centre section spar and LE between ribs R3 and R4, with "box" notches engaging the upper and lower spars and the carbon fibre LE reinforcement. Trial fit both "boxes" into the wing, remove one and then slide the wing centre section into the fuselage, sanding wing saddle parts A15 as needed. Centre the wing in the fuselage, glue it in place, and when cured, refit the second "box" but don't glue it in place just yet. (See

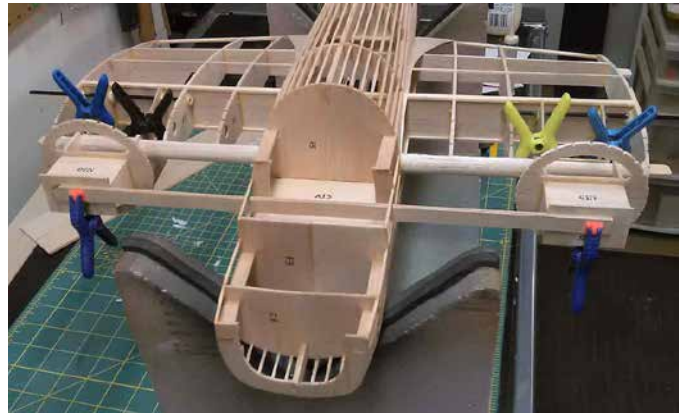
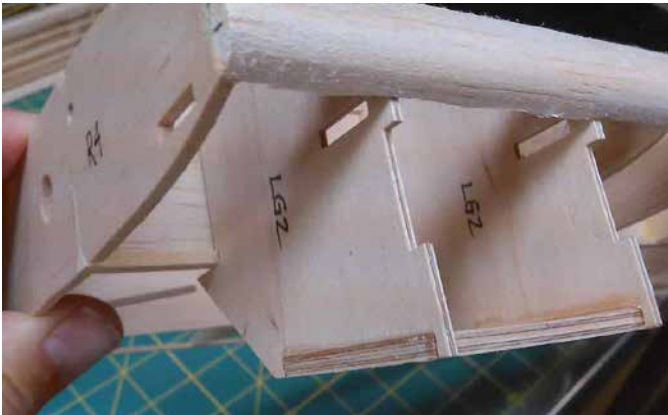
The outer wing panels are joined to the centre section by 1/8" carbon fibre joiner rods, so slip these into the holes in ribs R4 and



panels, being careful not to glue the outer wing panels to the centre section. I built my Boly with removable outer panels, but they could be permanently glued to the centre section if desired. To secure removable panels in place, drill and tap the joiner tabs and plates for 4-40 nylon bolts. Once the wing joiners have been installed, 3/32" square balsa turbulator spars are glued into their slots in the outer panel wing ribs.

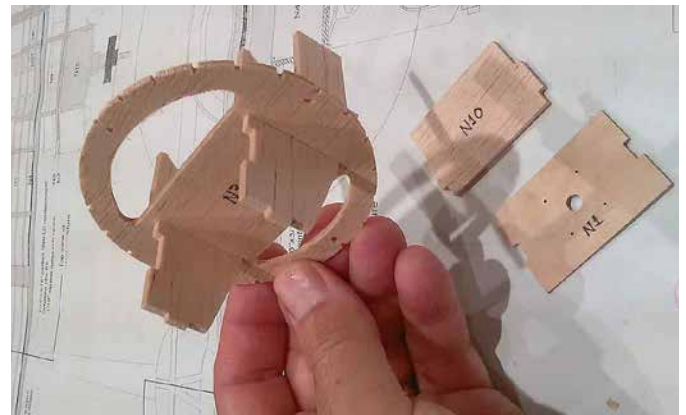
### NACELLES AND COWLINGS

Motor mount and nacelle parts N1, N3, N9 and N10 are self-jigging and go together easily (see Figures # to #). The completed assemblies slip over the sides of the LG "boxes" and mate to the wing LE. Use a rigid stick clamped to both firewalls N1 to ensure they're both parallel, and then glue the motor mount assemblies in place. Once dry, glue 1/8" hardwood alignment dowels into the top and bottom holes in N3, and 1/8" diameter neodymium magnets into the left and right side holes. (See Fig 16-17)



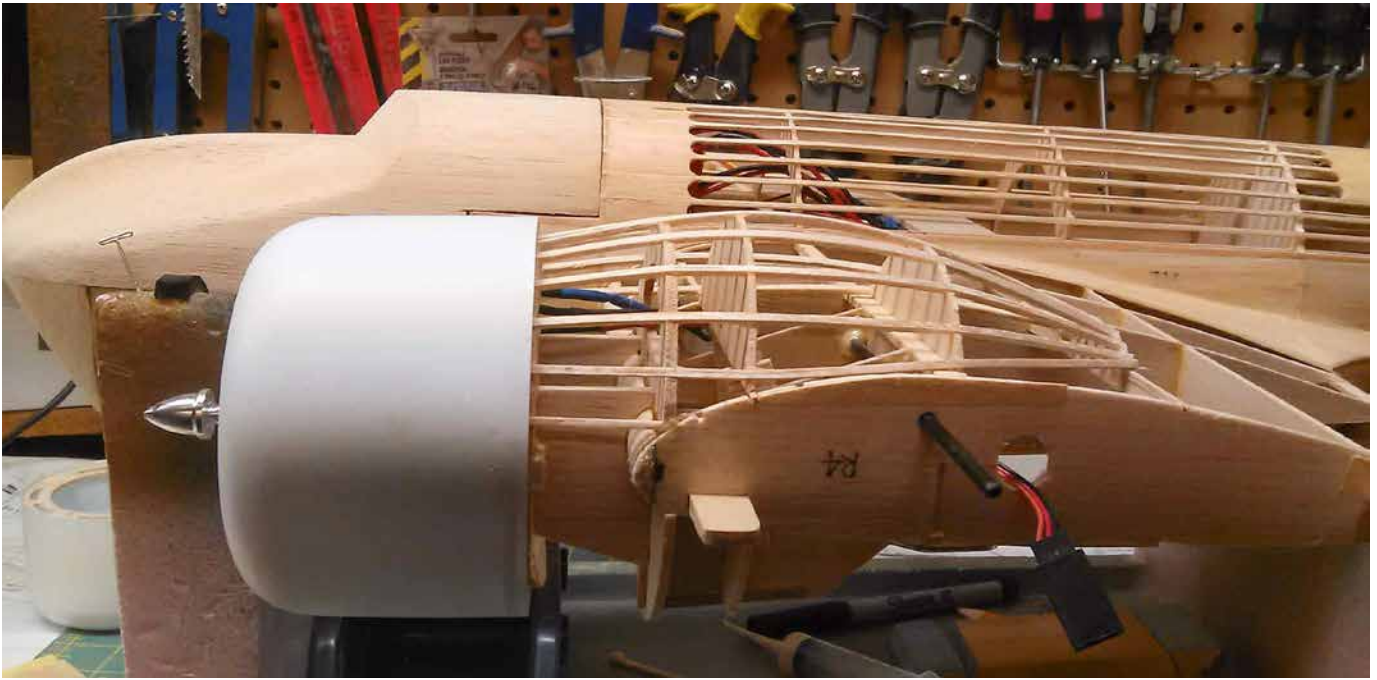
R3, passing through the holes in the sides of the "box" on each side of the centre section. Dry fit wing joiner tabs W6 into the slots in R4 and the side of the "box", ensuring they're square to the sides of R4. Slide the front face of the "box" N4A into place behind the LE, and when everything is properly positioned and square, glue N4A, W6 and the "box" itself in place with epoxy or Gorilla Glue.

To complete the wing joining structure, slip a 5/32" aluminum tube into the holes in ribs R5 and R6 in the outer wing panels, and dry fit outer wing joiner plates W7 and W9 into their slots in R5. Slip the outer wing panels over the CF joiners protruding from the wing centre section, engaging joiner tabs W6 and W8 into the slots in R5. Clamp ribs R4 and R5 together, confirm the dihedral under each outer panel is the same, and then glue the aluminum joiner tubes and joiner plates W7 and W9 into place in the outer wing



Vacuum-formed cowlings and dummy engines can be ordered from Park Flyer Plastics, item numbers CW 3.75-A and 1027-12. To adapt them for the Boly, glue the dummy engine front inside the cowling, then glue cowl attachment ring N2 inside the rear edge of the cowling, inset by 3/32". Glue 1/8" diameter neodymium magnets into the left and right side holes of N2. The full-scale Boly had teardrop-shaped blisters in its cowlings over each cylinder, so carve these from 1/16" balsa and glue them into place. To complete the cowlings, cut strips of cowl flaps from 1/32" styrene sheet or manila folder and glue them to the rear edges of the cowlings.

Nacelles are built up from half-formers and stringers similar to the fuselage construction, but in halves on the top and bottom



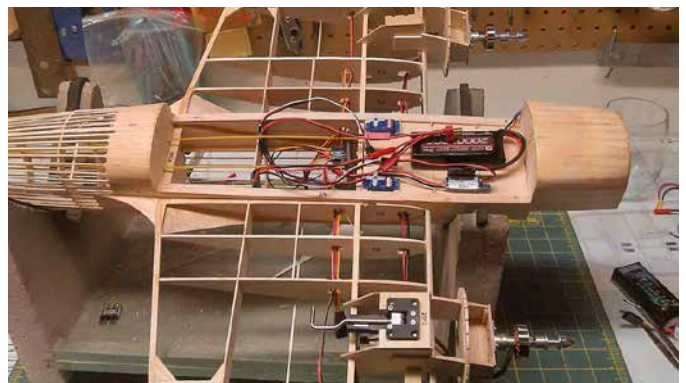
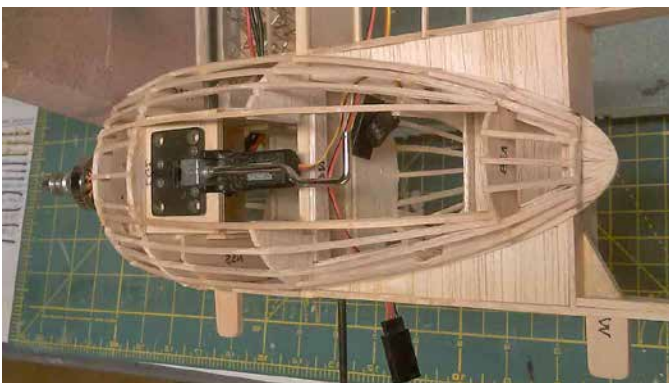
### EQUIPMENT INSTALLATION.

Mount the motors to firewalls N1 with wood screws or bolts and blind nuts. ESCs should be mounted in the belly to avoid over-extending the wires connecting them to the battery. The battery must be mounted as far forward in the belly as possible to minimize nose weight needed to balance the model.

### COVERING AND PAINTING.

Any lightweight covering could be used on the Boly, but I opted for Polyspan, a non-woven polyester fabric that can be heat-shrunk and painted. Applying it is a bit of a cross between old-school tissue and dope and modern heat-shrink plastic coverings. I started by giving the entire model a careful sanding, eliminating any rough spots or glue blobs. Next, using sandpaper glued around dowels of various sizes, I filed concave “scallops” into the fuselage former edges between stringers. While tedious, this prevents the formers from showing through the covering, allowing the stringers to run cleanly from nose to tail under the covering, avoiding the “starved horse” look. All of the exterior wood edges of stringers, ribs, spars, LEs and TEs got two coats of 50/50 thinned Watco clear lacquer (clear dope or water-based polyurethane would also work) to seal their grain. Polyspan lacks an adhesive coating, so I applied a coat

of the wing. Prepare upper and lower wing surfaces for nacelle construction by installing 1/16” balsa sheeting between ribs R3 and R4 as shown on the plan. Build the upper nacelles by gluing formers N5-N7 to the stringers on the top of the wing, and then add 1/16” balsa stringers to form the nacelle shape. Lower nacelles are slightly different, with formers glued to nacelle bases N11 first, and then installed on the lower surface of the wing. Before installing stringers on the lower nacelles, trial fit your retract units with struts and wheels to ensure adequate clearance for retraction.





of Mod Podge to the perimeter of the model's wings, tail surfaces and fuselage panels to act as heat-activated adhesive. The Polyspan was cut into slightly oversized pieces for each covering panel, and then ironed into place over the Mod Podge wood parts. Two coats of lacquer over the Polyspan edges followed, and then it could be heat shrunk to tightness. Three further coats of lacquer over the entire model were next, sealing the pores in the Polyspan and preparing it for paint.

I chose a colour scheme to represent one of the Boly's of 119 Bomber Reconnaissance Squadron operating out of Yarmouth, RCAF serial number 9053, which had the sad distinction on December 11th, 1941 of being the first fatal crash for the squadron. Killed in the crash were Sergeants Earl Bawtinheimer, age 23, John Reiss, age 21, and William Whitman, age 22.

My Boly was painted entirely with household latex paint, custom mixed at a big-box hardware store in 8 ounce sample pots. I sprayed all the colours including markings, thinning the latex up to 50% with windshield washer fluid. Since I wanted my Boly not to look as if it had just rolled out of the paint shop, I weathered it lightly with dry brushing and thin washes to simulate fading paint, scuffs, dirt, oil and exhaust staining. Finally, the whole airframe got a spray coat of clear satin varnish.

### CANOPIES AND DETAILING.

When building the prototype, I opted to vacuum-form the distinctive nose canopy and rear turret from clear PETG plastic, which entailed carving forms for these parts from hard balsa. Another option would have been to carve these canopy parts from foam and simply paint them to resemble the full-scale, but I wanted some interior detailing, so clear canopies were the way to go. I can pull additional canopies and turrets for anyone building their own Boly. Once trimmed to fit, I simulated canopy frames using thin strips of aluminum foil HVAC tape. Frames can be painted camouflage colours by hand with a brush, or masked off and sprayed as desired.

Given the size of the canopy, I did a bit of "impressionist scale" detailing, adding enough "scale-ish" interior details to make the whole effect passably realistic. The cockpit got an instrument panel, a throttle quadrant, a circuit breaker panel and a seat, the navigator's compartment in the nose got a table with a map on it, some instruments and a map box, and of course the turret got a pair of .303 Brownings. I bought a digital 3D pilot model intended for 3D printing online, and then surprised myself by successfully milling crew figures from foam insulation on my CNC router. Once

painted, they looked completely at home in the Boly, and best of all, weighed only 3g each.

Once I'd added enough details to keep me happy, I glued the canopies and turret in place using canopy glue.

### "HEY MISTER, DOES THAT FLY?"

I balanced the Boly on the point shown on the plans, at 23% of the wing's Mean Aerodynamic Chord or MAC. This required some lead weight in the nose, even with the battery all the way forward. Ready-to-fly weight was 35 ounces.

Taxiing was a bit challenging, since the Boly wanted to lift its tail and plant its nose at the slightest bump in the grass runway, but the differential throttle mix was provided effective steering while on the ground. Once we figured out that throttling up slowly and smoothly was best for take-off, the Boly flew itself off the ground. Elevator throws were a bit excessive on the maiden, but rudder and aileron were just about right. At full throttle, the Boly flew with a noticeable crab to the left, and while we were able to trim this out, adding a degree or so of right thrust to the motor mounts or using counter-rotating props might be useful. At 60% throttle, the Boly flew quite realistically and could be flown hands off. Approach and landing were uneventful.

Post flight, I raked the LG struts another 1/4" forward as a measure to damp some of the Boly's tendency to plant its nose while taxiing, fitted counter-rotating props and a larger battery, and re-balanced at the original centre of gravity, but haven't yet had the chance to test the changes.

Building the Boly isn't a beginning builder's project, but for the builder with a few stick-and-tissue models under their belt, makes for a unique, twin-engine model of a piece of British and Canadian wartime history. ✨

RC Groups thread: <http://tinyurl.com/246mtvjt>

Plan download: <http://tinyurl.com/2xydrhz5>

### SUPPLIERS

Drawing Software: [www.inkscape.org](http://www.inkscape.org)

Wing Design Software: [www.winghelper.com](http://www.winghelper.com)

Motors: [www.sunnyskyusa.com](http://www.sunnyskyusa.com)

Polyspan: [www.modelaviationproducts.com](http://www.modelaviationproducts.com)

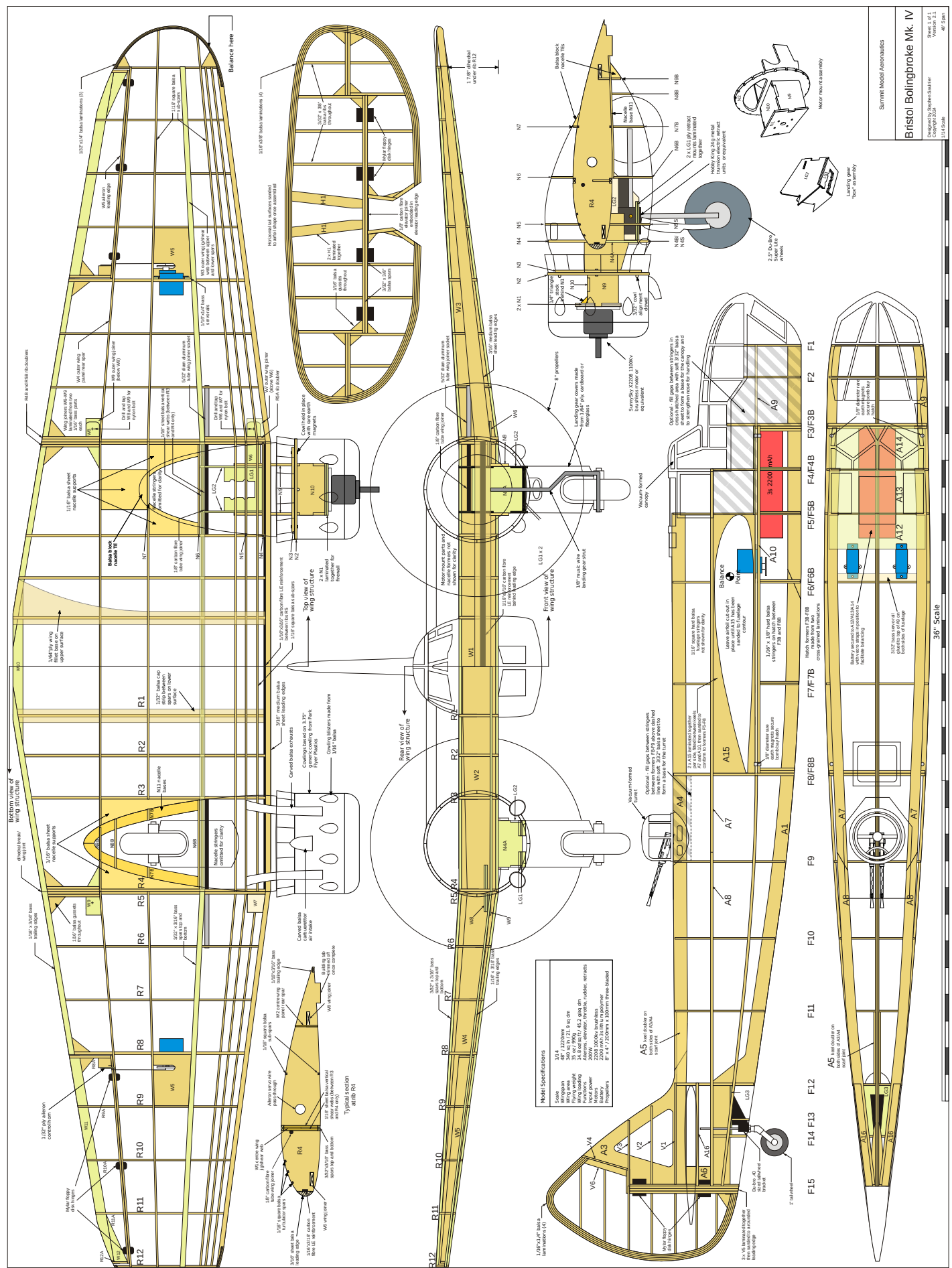
Mod Podge: [www.walmart.ca](http://www.walmart.ca)

Cowlings, Engines: [www.parkflyerplastics.com](http://www.parkflyerplastics.com)

3D Crew Files: [www.cgtrader.com/maxgrueter](http://www.cgtrader.com/maxgrueter)

Canopies and Daeronautics@outlook.com (e-mail only)

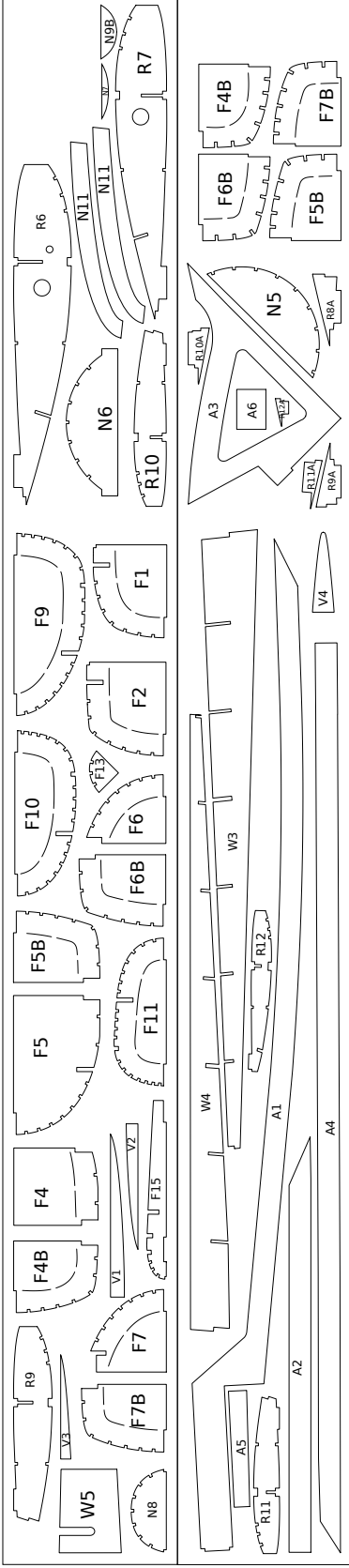




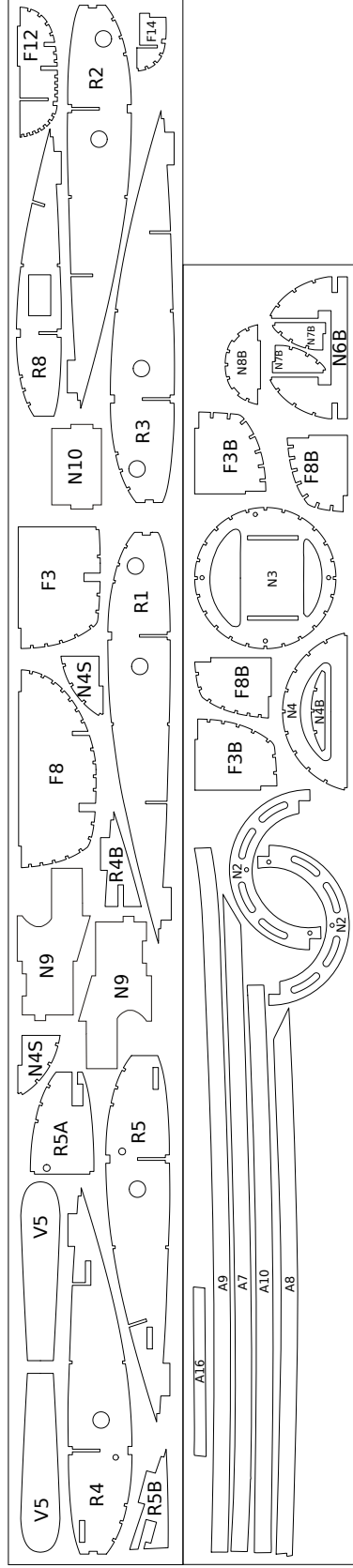
36" Scale



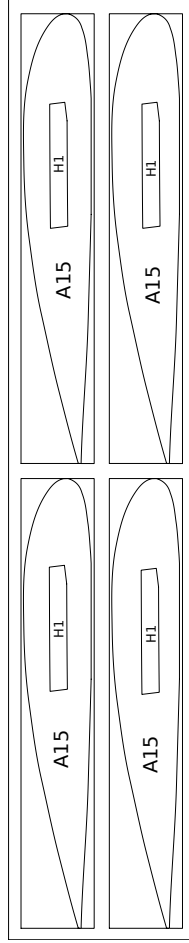
1/16" Balsa



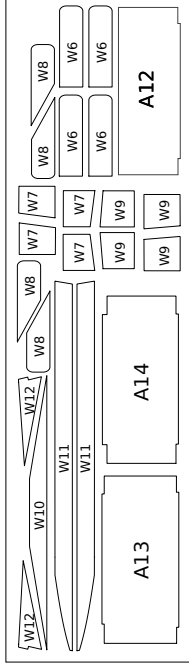
3/32" Balsa



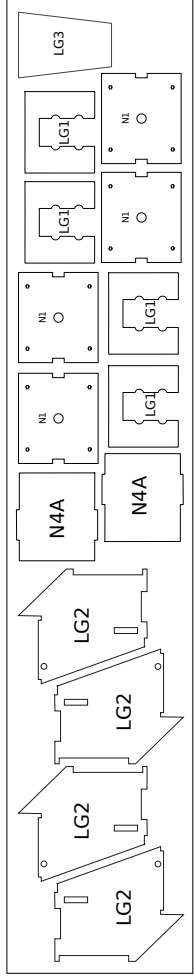
3/16" Balsa



1/16" Basswood



1/16" Ply



# Space Model World Championships



Each country is provided an exclusive launch lane or area. - ours is shown above. This area was kept well away from the Competitor's Range Tent.

By: Peter Cook, Team Manager

The 2023 World Space Modelling Championships (WSMC) for Juniors and Seniors was held near Austin, Texas USA July 1 - 8, 2023. The meet was sanctioned by Federation Aeronautique Internationale (FAI) The meet was hosted by The National Association of Rocketry (NAR) and the Academy of Model Aeronautics (AMA)

The following events were scheduled:

- S1 Altitude
- S2/P Precision Fragile Payload
- S3 Parachute Duration
- S4 Rocket Glider Duration
- S5 Scale Altitude
- S6 Streamer Duration
- S9 Gyrocopter Duration
- S7 Scale
- S8P Radio Controlled Rocket Glider Time Duration and Precision Landing

The first WSMC held in North America occurred in 1980. The last WSMC in the North America was held in 1992. The most recent WSMC a Canadian team competed was in 2016 in Ukraine. The passage of seven years has seen many changes in the sport. Some unpopular events have been deleted, rules have been tightened to increase difficulty, remove confusion and so forth. The use of electronic altimeters to record altitudes is the norm - gone are the days of using theodolites and calculators to find peak altitudes.

Our absence from WSMC flying for so many years has affected our level of WC flying experience. Fortunately several SM World Cups have been staged in the United States in the interim years which afforded us good opportunities for training and contest flying. Nevertheless there is something about attending a WSMC to encourage intense development, building, and flying activities.

We competed at the 2022 FIRE World Cup which was staged in October on the proposed 2023 WSMC contest range. It gave us a first look at the contest site. The wind was high at times. It blew in a reasonable favourable direction for deep field recovery. Some crops in the adjacent fields had been harvested which enhanced model recovery during the meet. Would we be as fortunate for the WSMC given it would be staged months earlier?

A total of 170 Junior and 290 Senior competitors attended the Worlds, with teams from Canada, China, Croatia, Estonia, Germany, Italy, Japan, Latvia, Poland, Romania, Serbia, Slovakia, Slovenia, Spain, Switzerland, Ukraine, United Kingdom, and United States

## TEAM CANADA

Once the details of the 2023 WSMC were confirmed, we ramped up organizing a Canadian Team in November 2022. A number of Canadian space modellers showed interest in attending the 2023 WSMC. Due to the very limited number of members having FAI SM experience, Canadian team selection was rather straight forward. No team trials were necessary. If you had some recent FAI SM flying experience, you were invited to the team. Those members who accepted were given the opportunity to fly in the events of their interest and expertise.

Each SM event e.g. S3A may have up to three competitors (four if a female competitor would fly). Based on the number of members wanting to attend and their chosen events of interest, we organized a team with at least one member competing per event. For most events, due to the excellent level of interest and expertise, we were able to have full teams.

The Canadian participants and assigned events were:

Cook, Peter	Ontario	S4A, S6A, S9A
Dennett, Mike	Ontario	S4A, S8P
Faci, Aurelia	British Columbia	Helper
Faci, Liviu	British Columbia	S1B, S5B, S6A, S7
Gnass, Fritz	Ontario	S1B, S2/P, S4A, S6A, S9A

Prato, Saverio Ontario S2P, S3A, S9A

Tataryn, Taras Ontario S1B, S2/P, S3A

Prato, Lucy Ontario Timekeeper

John Brohm, a dual CAN/USA citizen from Pittsburgh, USA assisted with S5 and S7 Static Scale Judging, becoming the first Canadian to participate in such a role at a WSMC.



Team Canada taken during the opening ceremonies. (From Left to Right) Taras Tataryn, Peter Cook, Mike Dennett, Lucy Prato, Saverio Prato, Fritz Gnass, Liviu Faciu (Absent Aurelia Faciu) - Photograph by: Jim Wilkerson

## MODEL RESEARCH AND DEVELOPMENT

The 2023 WSMC encouraged exploring new techniques and tools to give us a competitive edge.

Body tube fabrication can have a huge impact on the final model as everything is attached to it and it is the largest component of the model. FAI compliant models must be built with minimum specifications for body tube length and diameter. The space model motor typically has a much smaller outer diameter requiring a transition or “boat tail” section to step down the body tube to the motor tube. The transition needs to be as gradual as possible to minimize air drag. For this reason, all SM body tubes have very similar shape - a cylinder tapering to a smaller cylindrical section. What makes a tube superior is one with low drag and very light weight to ensure attaining the highest altitude possible.

Standard, readily available model body tubes are too heavy for competition use. Body tubes suitable for competition use must be fabricated by the modeller. For the 2023 WSMC, we created body tubes using two materials - cardstock or fibreglass



A body tube being formed out of cardstock material. An aluminum mandrel is used to shape the tube. The wrap is taped together until the glue in the seam hardens. This method enables tubes to be quickly manufactured out of inexpensive material. They are a little heavy and obviously not practical to use if launch conditions are damp.

For either method, a metal mandrel is required to precisely shape the tube. These are commercially available, but sources are limited.

I used a 189 g/sqm cardstock to form the cylindrical body and transition sections. These sections are glued together and a standard cardboard engine tube is then attached to complete the body tube. It is also possible to run the cardstock through a printer to add your FAI Number, roll patterns, and so forth.

The cardstock method permits the quickest fabrication of reasonably light body tubes. On the down side, they are not as durable as a fibreglass tube especially under wet conditions.

The fibreglass lay-up technique produces a stronger, lighter tube than the cardstock method. Laying up fibreglass tubes is more complicated requiring the use of fibreglass fabric and epoxy resins. The mandrel must be well coated with a release agent to ensure the fibreglass tube can be slipped off the mandrel when cured.

The fibreglass lay up method comes with some challenges. I have never been able to lay up a fibreglass tube with a very smooth surface to minimize drag and to get the best surface the outer surface of the tube must be molded. It can also be challenging to remove the fibreglass tube from the mandrel without damaging it.

Most duration models e.g. S3, S6 and S9 flown by our team used fibreglass body tubes to minimize model mass. For my S6 and S9 models, I flew with cardstock bodies. Taras and Fritz used cardstock body tubes for the booster stages of their S1B models.

Another technique to be explored is making fibreglass sheets to be used the same way as you'd use cardstock. Thin fibreglass sheets would be laid up on a smooth surface such as a sheet of glass. When cured, the body tube sections would be cut out and epoxied along the seam (smooth side out) just as would be done if cardstock was used.

Some teams fabricated the tubes out of carbon fibre to produce the lightest tube.

## ELECTRONIC DETHERMALIZERS

Models catching a thermal and flying away has always been a problem. Taras used a simple, proven “dethermalizing” (DT) device to help prevent this. These devices and batteries have become so small and light that they are now practical to fly in competition space models. Even so, a DT adds additional weight and the flight ready DT and 40 mAh LiPo we tested came in at just under 3g. d complexity to your model.

Thankfully you only need to fly with a DT when you are running low on models. If you are only allowed two models in an event and you lost your model on flight one, you would want to use a DT on flight two to ensure you have a model for flight three.

## S4A WING HINGES

Mike Dennett discovered a material with some promise for wing flop tip hinges. The material is a thin, clear, strong, flexible, waterproof and self adhesive bandage used to protect new tattoos. It is easy to cut out and the grid pattern on the removable backing helps accurately align it on the wing.

## WSMC SCHEDULE AND RELATED CONCERNS

WSMC competitions are typically staged in late summer or early fall. The 2023 WSMC was scheduled to be held starting on the July long weekend. The timing was to encourage maximum Junior participation given they would be on school vacation. This timing meant the contest would be staged during one of the hottest months of the year. The timing unfortunately did not allow us the luxury of training over the summer months so we had to be well prepared for an early start to the contest year.

## COMPETITION FACILITIES

The living and dining facilities for competitors and officials were located on the campus of Southwestern University in Georgetown, Texas. The rooms were air conditioned for comfort. Each room had



a fridge to cool our snacks and drinks. Buffet style breakfast and hot dinners were provided in a large hall adjacent to the campus cafeteria which was under renovation. Box lunches and soft drinks were provided on the contest field each day. Contest meetings were also conducted on campus.

### CONTEST RANGE

The contest range was located on a grass airfield just to the south of the Apache Pass Event Center, Rockdale, TX, about a 60 km drive from the University “home base”.

The launch range and recovery areas spanned over 500 acres (200 hectares) of Texas countryside. The range was generally flat and covered with low, dry grass. The ground was just as hard as we discovered in 2022, posing some risk of damage to models during landing. There was a large cornfield adjacent to the field that was mature with a good height. As you would expect, this area did cause model recovery problems.

The contest facilities for Junior and Senior competitors were duplicated and arranged side-by-side on the site, allowing the two competitor groups to operate independently. Organizers provided a huge Competitor’s Range Tent which sheltered the model preparation tables arranged country by country. A free supply of water was available inside the tent.

Each country was assigned its own launch site or “lane”. Lanes were assigned alphabetically by country name - we were assigned number “1”. Estes Industries generously provided a launch controller for each country to use and take home.

We started each day by unpacking our models at our designated table and setting up our launch pads.

### OUR LAUNCH SITE

Final model preparation e.g. motor installation was very controlled and only done at each country’s launch area under the supervision of a contest official. We would select a motor and starter from a locked box and install them in our model. All motors in the locked box were of a type certified by the contest officials that they meet FAI mandated safety and performance standards.

After motor installation, we proceeded to our launch pad in our lane, mounted our model onto the pad, connected it to the firing control system and tested it for electrical continuity. When ready to fly to catch a thermal, for example, we alerted the Range Safety Officer (RSO) to start the countdown. At T-minus-0, we launched our model, tracked the initial trajectory and then proceeded to recover the model down field. We provided landing direction guidance via walkie-talkie communication from our launch site as we often did not have the luxury of down range spotters as some other teams had.

### ALTIMETER CONTROL

Altitude flights were measured using contest certified electronic altimeters. If your intent was to compete in an altitude event. Before each altitude flight, we queued up at the Altimeter Control Tent to pick up an altimeter for our flight. A different altimeter was issued for each flight. After a flight, we were directed to the official who downloaded the flight data and the altimeter was returned to the pool of altimeters for use by another competitor in the next round. After a short learning curve, this process ran smoothly for us. We had no altimeter flight data readout failures.

### MOTOR CONTROL

The purchase and transport of Space Model motors was greatly simplified by the implementation of the FAI Common Motor Supply process. This process was developed to ensure the supply of space model motors that are legal and certified for use in the contest host country. This meant only contest certified North American manufactured motors would be eligible for use during the 2023 WSMC.

This process was adopted for some of the more recent WC contests staged in 2022 and early 2023 in the USA. It saved us the time and effort to locate and purchase all the motors we would need on our way to the these contests. It also levelled the field in that everyone was flying with the same motors shifting contest performance from the motor to the model and flying skills.

The handling of motors was tightly controlled. At the start of each event, a locked box of motors were issued from Motor Control to the contest officials e.g. timekeepers stationed at the launch lanes. Before each flight round, we selected a motor at random from our motor box and installed in our model. Substitution of motors afterwards would result in expulsion from the contest.

Our familiarity with North American motors was an advantage for us as we’ve had years of experience using these motors. A day of practice allowed foreign teams a chance to test with these motors.

### FLYING STRATEGY FOR DURATION EVENTS

For most events, a flight window was 1 hour. In some events we had three competitors wanting to fly per round. The challenge was to allow each member to launch under the best conditions e.g. thermals, wind speed, recover their model and return to the launch site in reasonable time for the start of the next round. Since each country had only one set of timekeepers, we could not fly whenever another member’s model was being timed.

Time slots could be assigned to each competitor for them to fly in. They would then launch any time they wanted to within their window. It was decided to keep it simple, and allow the first member ready to fly to do so. Then the next person that is ready flies and so forth.

We had to closely monitor the time left in a flight window, and when time started to run short, we had to forgo the luxury of waiting for a good thermal and just launch.

### WEATHER CONDITIONS

Competitors had to cope with daily temperatures in the mid to very high 30 degrees Celsius. The contest organizer provided ample water to drink and sun protection for the competitors and contest officials. The organizer also provided each participant with their own water bottle to fill up, carry and use during the meet. Light morning to moderate afternoon breezes were welcomed to alleviate the high daily temperatures, but this meant that models drifted considerable distances. A full bottle of water was packed and carried each time you attempted to recover your model!

### ARRIVAL DAY

This day was allocated for the teams to arrive and check-in to their rooms and unpack their gear. A manager's meeting was held after dinner. A presentation was given by the organizers to the team managers describing the launch range set-up and protocols, off-limits areas, drinking water locations, etc. The evening reserved for teams to submit their S5C and S7 scale models and related documentation to the Scale Judging Room for static scale judging.



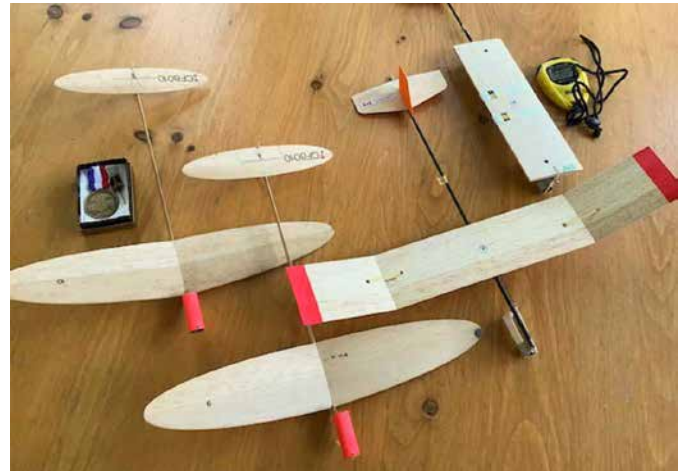
The S7 Scale and S5C Scale Altitude models and documentation submitted for scale judging. Scale judging takes a few days to perform. Prototypes with lots of stages, motors and intricate details score high! You must fly your model to compete.

### PRACTISE DAY, OPENING CEREMONY

We used this opportunity to test our models and launch equipment. Taras and Fritz test flew their S2/P models to calibrate their altitude and descent rates based on the July heat. Mike flight tested his S4A model. I tested one of my new S6A models to verify stability and streamer performance. Unfortunately I maxed and my model drifted up, out of sight and was lost. I built and brought two backups just in case this happened.

The competition was officially opened that evening. The day closed out with the inspection and registration of our contest models.

### MORNING COMPETITION DAY 1 EVENT S4A



On the left are my two Rocket Glider models from the 1980 WSMC in Lakehurst, NJ. On the right are two models I built and flew at the 2023 WSMC. The 1980 models were built out of spruce and balsa wood while the 2023 models are built out of carbon fibre and balsa. The 1980 models transitioned to glide by the activation of a pop-up surface on the stabilizer. My 2023 models transitioned to glide by the rotation of the wing from boost to glide position.

S4A is a duration event using glide recovery. Models must be very light (approx. 20 grams), boost straight for maximum altitude and quickly and reliably transition from a vertical trajectory to a gentle glide.

Three rounds were scheduled and flown. Each round lasted 1 hour - not a lot of time between launches to fly and recover your model. Only two models may be flown per competitor. Mike and Peter flew flop - scissor wing models of relatively new design. Fritz flew models with auto-elevators. His models had very few moving parts with a very light airframe weight of 8 grams. Interestingly enough, no competitor maxed (180 s) on all three flights.

A lot of things can go wrong in this event as we found. Model testing cannot be overstated. Fritz's very light model shredded on his first flight and boosts could have been straighter. While Mike had an innovative glider, it needed further testing to perform boost and glide well. I had problems with the high air temperatures that so weakened the elastic band wing actuators that the wing did not deploy.

The S4A Senior Gold medal was won by Hongxiang Sun of China with a total time of 532 seconds. The S4A Senior Team Gold Medal was also won by China with a total time of 1391 seconds. Fritz was the highest placing Canadian in 33rd place out of 44 and we placed 12th out of 16 in team standings.

### AFTERNOON COMPETITION DAY 1 EVENT S9A

S9A is a duration event using a gyrocopter recovery device. Three rounds were scheduled and flown. Fritz Gnass, Saverio Prato and I competed. Fritz and Saverio flew gyrocopters using a scimitar three-blade arrangement. Their blades had flat undersurfaces. I flew using straight three-bladed design with under-cambered propeller like blades. All blades were made of lightweight balsa. Saverio's and Fritz's gyrocopters spun noticeably much faster than mine probably contributing to better hang times.

Fritz had two good initial flights, but was DQ'd on his third, otherwise he might have placed in the top ten. My first flight was DQ'd due to an early launch. To add insult to injury, a blade broke off the hub on landing. I could not fix it in time for my second flight. I used an untested back-up model for a third flight. I flew into some bad sink and the model dropped fast resulting in a poor time.

The S9A Senior Gold medal was won by Mihailo Petrovic of Serbia with a total score of 721 seconds. The S9A Senior Team Gold Medal was won by Poland with a total time of 1178 seconds. Fritz was the highest placing Canadian in 13rd place out of 49 and we placed 9th out of 17 in team standings.



*My S9A model ready to launch. The body was formed out of card stock wrapped around a body tube mandrel. A roll pattern was printed on the card stock. The 3 bladed helicopter device is folded up inside the tube for launch. While simpler to manufacture than fiberglass bodies, the extra few grams of weight hurts flight time. The model was launched from a three-rod tower. The use of a piston launched which augments engine thrust is really need to be competitive.*

### MORNING COMPETITION DAY 2 EVENT S3A

S3A is a duration event using parachute recovery. Models must be very light and fully deploy a parachute. Three rounds were scheduled and flown. Parachutes were generally 1 metre in diameter, made of a silver mylar material. Some thin plastic chutes were also observed in use. Some teams used electronic DTs to deflate their parachute and ensure the recovery of the models.

Team performance was good with Saverio coming in fourth place only 20 seconds short of earning a second place! Fritz had one DQ due to a parachute failure. Not wanting any more mistakes, we very, very carefully packed his parachute for rounds two and three resulting in two near maxes.

Taras had planned to fly his new electronic DT in his parachute duration models, but based on the performance that others were getting with their non DT versions he decided to remove the DT.

The DT was an integral part of the nose cone. To fly without the DT and lighten the model, all that was required was to untie the

nose cone from the shock cord (cord that holds the parachute and body together) and replace it with an empty nose cone. The lighter model theoretically would fly higher and stay up longer.

In the rush to change the nose cone out, he forgot to secure the replacement nose cone to the shock cord. At engine burnout, the ejection charge kicked out the nose cone and parachute, but nose cone went one way and parachute and body another - DQ!

The S3A Senior Gold medal was won by Keith Vinyard of the United States with a total score of 900 seconds - 3 maxes! The S3A Senior Team Gold Medal was won by Spain with a total time of 2032 seconds. Saverio was the highest placing Canadian in 4th place out of 44 and we placed 5th out of 15 in team standings.

### AFTERNOON COMPETITION DAY 2 EVENT S6A

S6A is a duration event using streamer recovery. Models similar to S3A models may be flown; however, the airframe is typically a few grams lighter to compensate for the lower drag recovery device. If too light, the air pressure on the model at launch can collapse the tube. We all managed 3 qualified flights. This contributed to a satisfactory team standing.

The S6A Senior Gold medal was won by Keith Vinyard of the United States with a total score of 309 seconds. The S6A Senior Team Gold Medal was won by the United States with a total time of 836 seconds. Saverio was the highest placing Canadian in 12th place out of 50 and we placed 7th out of 17 in team standings.

### MORNING COMPETITION DAY 3 EVENT S8P

S8P is a duration and precision landing event in which a radio controlled model is flown by the competitor. Models must remain aloft for exactly seconds and land precisely at the centre of a 10 m diameter landing target.

A maximum of 1000 points is awarded for best flight for each round. Four rounds are flown followed by up to 2 fly off rounds for the top contestants. Landing targets change from round to round.

Competitors typically flew a converted discus launch model with about a 1.1 metre wing span. They are light and are strong enough to withstand the power of "E" motors. The conversion involves attaching an engine pod to the glider top near the middle of the wing root chord.

Mike Dennett was the only Canadian Competitor. This would be his first S8P competition - no pressure. With only one member competing, any team ranking could only be low, but we competed.

It was gusty during the competition. Under these conditions, landings on a target were difficult due to the unsteady head wind. If the wind dropped so could your model and land short of the target.

Mike had motor starter problems in Round 1 delaying his model's launch. The delay forced him to land his model early to not exceed the round flight time window. This cost him precious flight seconds and points. He had an excellent second round flight, but damaged his model on his third flight after a rough landing. No fourth flight was possible.

The S8P Senior Gold medal was won by Stoil Avramov of the United States with a total score of 5164 points after one fly-off. The S8P Senior Team Gold Medal was won by Latvia with a total score of 10337.2 seconds. Mike was the highest placing Canadian in 16th place out of 21 and we placed 8th out of 10 in team standings.

Given only one Canadian member flew, the inevitable result would be a ranking at or near the bottom of the group. All the more reason for a team having a full complement of competitors.



The Senior S8P Launch area was laid out near the Senior Launch pad semi-circle. The launch of a model is shown. The landing areas for models was to the left outside the view of this photograph. Contestants flew in groups to minimize the number of models in the air at a time.



Mike Dennett's S8P model on the Launch Pad. Rails are used to initially guide the model up while it is moving too slow for the control surfaces to be effective.

### AFTERNOON COMPETITION DAY 3 EVENT S1B

S1B is an altitude event with competitors ranked by highest altitude attained by their models in one of three eligible flights and only one model may be flown per competitor. Model peak altitude was measured using an electronic altimeter. One difficulty with this

event is tracking and recovery of the very small upper stage. After launch, tracking this stage several hundred metres up takes good eyes. A long highly reflective streamer is used to help track the upper stage in the air and where it landed on the ground. A recovery crew is crucial for this event as the stage must be recovered in order to retrieve the onboard altimeter for data download.

Liviu did very well missing a second place finish by 20 m. Taras tried a novel rearward ejection of his booster streamer to minimize drag and improve boost altitude. His model had staging issues which lowered his standing.

There was a lot of variability in the altitudes attained by competitors. For example, there is a difference of 50 m between Liviu's flight 1 and 2. The cause of this difference needs to be found and fixed. Is it due to model launch rod tip off, poor staging, damage to models after a flight, air conditions, engine power?

The S1B Senior Gold medal was won by Antonio Mazzaracchio of Italy with a best and only flight of 541 metres. The S1B Senior Team Gold Medal was won by the United States with a total altitude score of 1368.7 metres. Liviu was the highest placing Canadian in 5th place out of 31 and we placed 4th out of 12 in team standings - an excellent standing for a relatively new event for us to compete in.

### COMPETITION DAY 4 EVENT S5C

S5C is a scale altitude event with competitors ranked by their model's score based highest total of static scale points plus best altitude in metres. Three flights are allowed with one model. This event is a combination of S1 and S7. No flight characteristics points are awarded. Model peak altitude was measured using an electronic altimeter.

This event is all about modelling a prototype with lots of detail to earn high static scale points that is still very streamlined to boost high. Sounding rockets make good model candidates. There is always a hunt to find a prototype that has the right "sweet spot". Black Brant sounding rockets often are modelled for this reason. As a case in point, a Black Brant IIIB placed third at the 2023 WSMC.

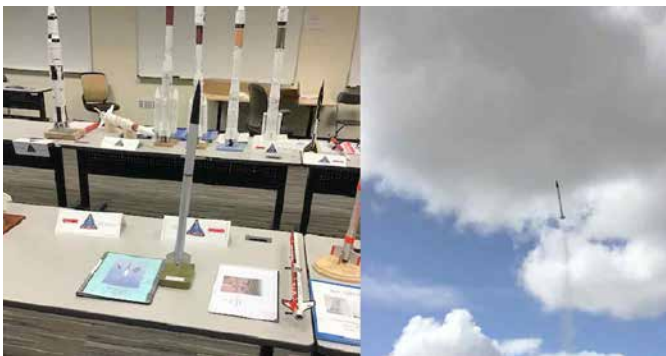
Liviu was the only Canadian competitor in this event. He flew



*Taras Tataryn's S1B entries. Event rules specify the minimum diameter and length of the cylindrical section of the model. This translates into a large booster section for best altitude performance. The high drag booster only propels the model up about 50 m. The small, low drag upper stage carrying the altimeter then separates and flies on its own. The booster section is a rolled cardstock tube. The upper stage consists of a lightweight fiberglass tube with balsa nose cone. Some boost stability issues could be due to the too far forward placement of the booster fins.*

a 1/3.81 scale single stage model of the ARCAS sounding rocket. The good altitude attained by his model was offset by the low static scale points it earned due to the simple details in the ARCAS prototype. Nevertheless a qualified flight was earned.

The S5C Senior Gold medal was won by Michal Žitnan of Slovakia with a total score of 738.5 points (Static Points: 320 - Best



*Liviu Faciu's ARCAS PWN-6A S5C model entry. Sounding rockets make excellent prototypes to model for the S5C due to their slim, low drag shape.*

Altitude: 418.5 metres). Liviu finished in 21st place out of 30 and we placed 9th out of 10 in team standings - an excellent standing for a relatively new event for us to compete in.

### 2023/07/06 AFTERNOON COMPETITION DAY 4 EVENT S7

S7 is a scale modelling event. This event is scored on how true the model replicates the prototype in terms of structure, paint, staging and motors fired. This is a very interesting event to observe with some very spectacular flights occurring. With static scoring done earlier in the week, the flying portion was scheduled this day - no flight - no score!



*Liviu Faciu's Delta II 7426 model entry. Many of the fine details in his model are not seen in this photograph. Small clear plastic fins stabilized the model in flight. The actual prototype Liviu modelled is shown above.*

Liviu competed entering a very impressive 1:32 scale Delta II 7426 model. The model was designed to fly in three stages. A single D12 and four C6 engines was used to power the first stage. A single D12 was used to power the second stage and a single B6 powered the third stage. The strap-ons were designed to separate at first stage separation and land under separate parachutes. The model had lots of potential to earn good Flight Characteristics points given the number of stages, special effects possible and motor placement.

After Static Scale judging, Liviu was in seventh place and 17 points out of third place - excellent work! Unfortunately his launch attempt failed. Windy conditions tossed the model on the launch pad probably affecting the starter contacts. Only two "C" motors in the first stage fired. The model rose up the launch rod, but then fell back after peak thrust. The model never left the launch pad. Without a successful flight, he was out of the competition.

The S7 Senior Gold medal was won by Christopher Flanigan of the United States with a total score of 478 points (Static Points: 333 - Flight Points: 145).

### MORNING COMPETITION DAY 5 EVENT S2/P

S2/P is a space modelling event involving designing and flying a model carrying an "astronaut" (fresh egg) to attain a 300 metre altitude, remain aloft for 60 seconds and land without damaging



the “astronaut.” Three flights are required. The challenge is to be awarded 0 points for your flight - in other words your model reached exactly 300 metres in altitude and landed in 60 seconds. If you don't fly you are awarded 100 points as a penalty. It was flown as an Open International Event.

Unlike some other FAI models which require very special materials for light-weight construction, the materials to construct S2/P models are readily inexpensive and available e.g. cardboard tubes, balsa or plastic nose cones. Beyond the restrictions of total-impulse and maximum weight, your model's design and functionality is limited by your imagination. It can be of any size that is competitive, but it has to be a one stage model.

This is one event which we have recently competed in with good success. Fritz, Saverio and Taras competed in the event. Due to the high air temperatures during the contest, it was expected that the model ascent and descent performances would differ from those at “home”. To remedy this, the S2/P models were tested during the practice day. The addition of a few grams of ballast brought the peak altitude and descent duration on target.

During the competition all models performed well with each competitor attaining three qualified flights and returning their

payloads undamaged after three flights.

We think Taras model caught a thermal in Flight 1. The time penalty probably cost him a first place. Fritz's model kept snapping off a fin on landing, but thanks to CA, it was quickly returned to flight. We ended the WSMC on a very high note with Taras and the team earning a second place.

The S2/P Senior Gold medal was won by Oleksandr Radchenko of Ukraine with a total score of 63.6 points. The S2/P Senior Team Gold medal was won by the United States with a total score of 270.7 points. Taras finished in 2nd place out of 20 and we placed 2nd out of 7 in team standings.

### AFTERNOON CLOSING CEREMONIES AND BANQUET

An FAI Space Models Subcommittee meeting was held during the afternoon. There was discussion about electronic enhancements possible for space models and contest systems. I suggested the launch control process needs to be modernized. Sometimes there is a shouting match on the field amongst the teams to get the attention of the RSO to authorize their model be launched. We were at the very end of the semi-circle launch area somewhat out of the RSO's view. There were times when we requested a launch to catch a good thermal but were not spotted by the RSO and another team was allowed to launch.

I also suggested the purchase of common supply motors be integrated into the eNavigator contest management application.

The team from Serbia submitted a proposal to host the 2025 WSMC. Note: Since the holding of the committee meeting, it has been confirmed that the 2025 WSMC is scheduled for Zrenjanin, Serbia August 21-28, 2025.

An awards banquet was held during the evening. A Texas style buffet was laid out for all to enjoy. A tribute was given to George Gassaway, a long time and expert American FAI space modeller who passed away this spring. His innovation and dedication will be missed.

There was time afterwards to socialize with other teams before the 2023 WSMC was closed out.

### CLOSING COMMENTS

No matter how well built and sophisticated your models are, competing at the World level meet requires a great deal of flying experience to debug models, pick optimal flying conditions, work as a team and so forth. It hard for a small team like ours to compete on the same ground with the much larger, well honed international teams. That said, I am proud of our teams performance with: 1 Second Individual and 1 Second Team Place, 1 Fourth and 1 Fourth Team Place, 2 Fifth Individual and 1 Fifth Team Place.

It was a privilege to compete with space modellers from around the world. Congratulations to all the winners! A special congratulations go out to the meet organizers and contest officials for a well managed event. They were a big help to alleviate the few administrative glitches we had along the way.

### WSMC LESSONS LEARNED

S4A Model Development Retrospective - Mike Dennett

The S4A class rocket gliders I developed for the 2023 WSMC were scissor-flop wing designs with a 2.5" chord x 18" wingspan for a total of 45 square inches, carrying a glide weight of about 0.6 ounces. The wingtips fold under the centre panel on each side, then the whole wing assembly rotates 90 degrees to the fuselage for the launch. Vertical speed can exceed 100mph for a brief moment on an



Saverio Prato's S2/P model streaks skyward. This flight and his others were all qualified. He placed fifth in this event. He missed a third place standing by 4 points!

Estes A3 mini motor.

The fuselages are lightweight tapered CF booms for indoor free flight models. The wing and tail surface panels are laser-cut from 1/16" contest grade balsa, 9 pieces for each wing, 5 for the horizontal stab and 3 for the fin, plus root and tip ribs for the wing panels.

With four months until the event, I did some hasty research and found a 2019 white paper describing a recently developed fixed-flap airfoil designed for good Cl/Cd at Reynold's numbers below typical hand and discus-launch gliders. I built several hand and catapult-launched gliders to test the performance and saw a lot of promise in the results, despite the late-winter conditions. Shunning rubber band wing deployment mechanisms, I came up with a neat, lightweight wing pylon with a torsion spring tucked in the centre, and set the wing at 2 degrees positive when deployed.

With time slipping away in the springtime and frequent high winds, it became apparent I would have limited opportunity to test and trim. I managed to get in a small number of test flights on 1/2A motors, and generally they worked well.

As I found out too late in the game the new airfoils also have their quirks – such as getting into a tuck when deploying in certain attitudes, and stubbornly resisting to pull out. The models needed far more incidence and forward CG to cope with the widely varying launch conditions and chaos that can occur at transition.

## GENERAL LESSONS

- Reduce the amount of equipment to transport.
- Being the team manager and competitor is not recommended for teams over three people due to effort involved to fully support both roles.
- Need cell phone for e-mail communications
- Review posted contest results continually for data entry errors - photo flight cards? We discovered and reported a data entry error
- Card Stock body tubes can survive for a few flights, but may be too heavy to be competitive.
- Always have two models ready per event.
- Bring at least two **complete** launch systems
- Use photo/video more to capture launches - e.g. track launch and boost for engine failures.
- Follow models with binoculars until touchdown to ensure recovery.
- Verify what engines we ordered.
- Use GPS to help locate and recover models.
- Need to improve thermal detection capability
- Launch controllers need audible continuity check and automatic safety shut off to prevent battery drain.
- Ensure every flier and recovery crew member has a walkie-talkie at all times.
- Bring basic medicine for headaches and colds, sun protection.
- What causes variability in S2/P Altitudes - engine performance? Need to examine the ADREL altitude charts for each model to determine a reason.
- Lack of good local flying fields hampered training. We generally trained in the US while attending space model competitions.
- Consider attending the 2024 World Cup meets to enhance training.

## S1B

- Need to become familiar with ADREL altimeters, data reduction and model installation.
- Improve booster performance to ensure straight high boost.

## S2/P

- Improve fin attachment method to prevent fin breakage on landing
- Remember to allow 180 seconds to run out after powering up the altimeter before launching

## S3A

- Piston use is mandatory
- Investigate new sources of parachute material.
- Come prepared with three parachutes already packed for the event
- Investigate and test electronic DT timers

## S4A

- Ensure boost trajectories are straight and vertical.
- Use launcher guide to prevent clips catching on stabilizers.
- Piston use is mandatory
- Ensure wings are deployed at apogee.
- Investigate and test electronic DT timers.
- Have a good supply of elastic bands, and replace after each flight. Keep the bands out of the sun to ensure minimal elasticity.
- Trim models for rapid transition to glide after boost.
- Replace elastic bands with small coiled spring actuators.

## S5C

- Research for more competitive prototypes.

## S6A

- Need to improve streamer "technology" to increase drag and durations.
- Need to use piston augmented launchers.

## S7

- Need stable launch pad with 1.5 m + launch rod/rail length.
- Need reliable firing control system and / or starters for clustered engine models.
- Ensure all required technical data e.g. Centre of Gravity is supplied

## S8P

- Changes on hold as major rule changes expected in next sporting code.
- Uniquely mark models to aid tracking while aloft.
- Ensure there are 2-3 spare motor starters on hand at the launch pad.

## S9A

- Piston use is mandatory.
- Need to lighter models - booster section and gyrocopters.
- Improve gyrocopter lift performance.

## SKILLS GAINED

- FAI launch process
- Working as a team
- More familiarity with current FAI based space modelling models, flying, etc.
- Don't Assume anything
- Ask all the questions that should be asked.
- Read all documentation at least twice.
- If you think you have tested enough, test again! ✈️

# TECHNICAL REPORT - SPACE MODEL WORLDS

By: Peter W. Cook, Team Manager

## FAI MODEL INNOVATION

An off-the shelf space model cannot be used for FAI competition because:

- They do not meet the FAI requirements for size
- Are too heavy to compete
- Are too simple in features to earn competitive scale static points

- They do not exist e.g. S8
- They don't fly as precisely e.g. eject recovery devices at apogee

FAI Space Models employ innovative materials such as fibreglass and carbon fibre body tubes, Kevlar shock cords and variable geometry features for superior glide performance.

FAI compliant motor supply is a non-issue in North America. Off the shelf motors are readily available for FAI Contest use. This is a dramatic deviation from motors manufactured outside North America which are manufactured by individuals who do not implement the manufacturing quality controls and testing of North American manufacturers.

## GREATEST ADVANCEMENTS

Some of the advancements we spotted at the WSMC are listed below:

- Revision of the Cup Navigator application used to register competitors, and record and publish contest results live via cell phone
- Common Motor Control greatly simplified motor purchase of contest certified motors
- Altimeter Control ensures "hacked" altimeters could not be flown
- Electronic DT's - to reduce recovery effort of models, and permit smaller launch sites. Burning Fuse DT's were not permitted due to risk of grass fires.
- Altimeter readout reliability - electronic altimeters have proven to be a very reliable method for altitude reduction
- Use of carbon fibre body tubes and nose cones
- Standard firing control systems provided by contest organizer
- Use of onboard electronic ignition devices for three stage models
- Use of drones to spot a couple models well hidden in downrange cornfields (That may be an event some day!)
- 3D Printing of model parts is expanding.

## CLOSING COMMENTS

I think overall while no Gold medals were won, we performed well. In most cases, one poor flight round in an event was our undoing. We have a very dedicated team willing to travel thousands of kilometres at our own expense to attend contests or simply test fly our models on large ranges we have no local access to. Our team is spread over the width of Canada - a real problem with respect to team collaboration.

Our models are well designed and built. Yes, more advanced models could be developed requiring additional costs to fabricate. We are trying to be competitive based on realistic personal budgets. The future of Space Modelling in Canada is quite uncertain as there is a lack of Junior Space Modellers to advance the sport. This is most unfortunate as the sport offers many unique challenges in model construction and design, aerodynamics, electrical and electronic devices, computer aided design and programming, team building, contest management applications to name a few.

There were 170 Juniors competing at the 2023 WSMC. Hopefully they will inspire Canadians to "keep on flying". ✨



*This is a picture of an S3A model flown by Senior Team from China. The body tube and nose were made from carbon fibre. The nose cone slipped over the body tube and not inside it like our models do. Their models flew off rather short towers often with piston assist.*

# ARCHIVES

**Fred Messacar - 25381L**

Chef de Comité

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Grâce à la générosité de Scott Barrie, notre section des archives a reçu des renseignements relativement à l'année 1939; ce sont des bulletins en provenance des Galt Model Aircrafters. De plus, nous avons reçu un bulletin intitulé « DAILY BLURB » (jasette quotidienne). Au mieux de mes connaissances, ce bulletin daterait de 1937, environ, et a été distribué aux participants du banquet.

Les bulletins sont les volumes volume 1, numéro 2 (de mars, possiblement, 1939) ainsi que le volume 2, numéro 4 (avril 1940). Gardons en tête que le MAAC n'a été créé qu'en 1949.

Quelques Canadiens ont été nommés dans ces bulletins : Albert Aves, Ernie Barrie, Ted Cooper, John T. Dilly, Roy Dolson, Bill Holden, Fred Mahler, Gordon McKinnon, Fred McLellan, Earl Mock, Gordon Petty, Frank Slade, Bern Smeed, Tom Stuart et Frank Watson. D'autres noms avant paru dans le "Daily Blurb" sont

: T. Harris, O. Corfield, A. Pow, R Smith, H. Dolson, F. Bauer, R. Milligan, M. Bardsley et A. Gee.

Le bulletin de mars est ce que j'appellerai un bulletin typique de club. Il renferme la date de la prochaine réunion de club (25 mars au 34, chemin Aberdeen N à Galt... maintenant Cambridge, Ontario). On retrouve un article, « The low-down on how to start a model airplane engine » (La façon de faire démarrer un moteur de maquette), de l'auteur William (Bill) Holden. On y retrouve aussi une alerte à propos des épreuves de qualification devant avoir lieu en juin à New York pour la catégorie des maquettes Wakefield. De plus, on retrouve un dessin à l'échelle 1/4 de pouce = 1 pied de Bill Holden d'un Tractor (catégorie B), à l'intention des membres plus jeunes du Club.

Le « DAILY BLURB » contient aussi les résultats officiels du 10e Rassemblement national. Celui-ci s'est déroulé à Detroit (Michigan) en 1939. John Dilly est arrivé 7e (catégorie libre) d'Outdoor Stick et a reçu la médaille Stinson de la part de la revue Model Airplane News. John avait réalisé un chrono de 1 :40. M. Bardslev (de St.

Catharines, Ontario) est arrivé 9e avec un chrono de 1 :35 et a reçu la médaille de la revue Popular Mechanics.

Dans la catégorie libre « Indoor Stick », le Torontois T. Harris a ravi la première place avec un chrono de 20.37 et a reçu le trophée perpétuel Springfield ainsi que le trophée miniature perpétuel Springfield. Lors du même concours, John Dilly est arrivé 14e avec un chrono de 8 :43 et a reçu la médaille Burr Patterson & Ault. O. Corfield (de Port Dalhousie) est arrivé 15e avec un chrono de 8 :03 et a aussi reçu la médaille Burr Patterson & Ault.

Dans la catégorie (Sr.) « Indoor Cabin Bloomingdale », Ernie Barrie s'est assuré la troisième place avec un chrono de 13 :46 et a reçu le trophée Guillow's.

Dans la catégorie libre "Indoor Cabin », T. Harris (de Toronto) est arrivé au 4e rang avec un chrono de 10 :31 et a reçu la médaille de la revue Popular Aviation ainsi qu'un Targeteer Pistol (je me doute qu'il s'agit d'un kit de l'époque).

Au sein de la catégorie « Texaco Gas Model - Senior », le Torontois A. Pow est arrivé au 22e rang avec un chrono de 12 :17.2

*suite à la page 51*

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## Fred Messacar - 25381L

Committee Chair

fred.messacar@gmail.com

Through the generosity of Scott Barrie our archives department has received information from the year 1939 which involves newsletters from the Galt Model Aircrafters. Additionally included was a newsletter titled "DAILY BLURB". The best I can ascertain is that the newsletter is from around 1937 and was distributed to the attendees at the banquet.

The newsletters are Vol. 1, No. 2 (March 1939) and Vol. 2 No. 4 (April 1940). This is bearing in mind that MAAC was not formed until 1949.

Canadians named in the newsletters are: Albert Aves, Ernie Barrie, Ted Cooper, John T. Dilly, Roy Dolson, Bill Holden, Fred Mahler, Gordon McKinnon, Fred McLellan, Earl Mock, Gordon Petty, Frank Slade, Bern Smeed, Tom Stuart and Frank Watson. Additional names from the "Daily Blurb" are: T. Harris, O. Corfield, A. Pow, R. Smith, H. Dolson, F. Bauer, R. Milligan, M. Bardsley and A. Gee.

The March newsletter is what I would call a typical club newsletter. It contains the date of the next club meeting, March 25th, at 34 Aberdeen Road N, Galt (now Cambridge). There is an article, "The low-down on how to start a model airplane engine" by William (Bill) Holden. There is also an alert regarding the Wakefield trials to be held in New York in June. Additionally,

there is a ¼"=1" drawing by Bill Holden of a Class B Tractor for the junior members of the club.

The "Daily Blurb" contains the "OFFICIAL RESULTS 10th NATIONAL MEET". This meet was held in Detroit, Michigan in 1939. John Dilly placed 7th in the Outdoor Stick Open Class Event and was awarded the Stinson Medal from Model Airplane News magazine. John had a time of 1:40. M. Bardsley of St. Catharines, placed 9th with a time of 1:35 and was awarded the Popular Aviation Medal.

In the "Indoor Stick Model Open Class Event" T. Harris of Toronto Placed 1st with a time of 20.37 and was awarded the Springfield Perpetual Trophy and the Springfield Permanent Miniature Trophy. In the same event, John Dilly placed 14th with a time of 8:43 and was awarded the Burr Patterson & Ault Medal. O. Corfield of Port Dalhousie placed 15th with a time of 8:03 and was also awarded the Burr Patterson & Ault Medal.

In the "Indoor Cabin Bloomingdale Event (Sr.)", Ernie Barrie placed 3rd with a time of 13:46 and was awarded the Guillow's Trophy.

In the "Indoor Cabin Event (Open) Class", T. Harris of Toronto placed 4th with a time of 10:31 and was awarded the Popular Aviation Medal and the Targetteer Pistol which I suspect was a model kit.

In the "Texaco Gas Model Event - Senior", A. Pow of Toronto placed 22nd with a time of 12:17.2 and was awarded the Burr Patterson & Ault Medal.

In the "Moffett International Event", A. Gee of Galt placed 8th with a time of 1:17.7 and was awarded the Stinson Medal as well as a Model Airplane News subscription. Ernie Barrie placed 9th with a time of 0:51.5 and was also awarded the Burr Patterson & Ault Medal. R. Smith of Toronto, was eliminated but was awarded the Popular Aviation Medal. H. Dolson of Preston was also eliminated but was awarded the Popular Aviation Medal. F. Bauer of Toronto was also eliminated but was awarded the Exchange Clubs Award similarly; R. Milligan of Toronto was also eliminated but was awarded the Burr Patterson & Ault Medal.

The names of Canadian participants as listed above are: M. Bardsley (St. Catharines), F. Bauer (Toronto), O. Corfield (Port Dalhousie), H. Dolson (Preston), A. Gee (Galt), T. Harris (Toronto), R. Milligan (Toronto), A. Pow (Toronto) and R. Smith (Toronto).

The listed events were: a) Scale Models, b) Outdoor Open Class Cabin, c) Outdoor Senior Class Cabin,

d) Senior Mulvahill, d) Outdoor Stick Open Class, e) Stout Indoor Stick Model (SR.), f) Indoor Stick Model Open Class, g) Indoor Cabin Bloomingdale (SR.), h) Indoor Cabin Event (Open), i) Du Pont Gas Competitions, j) Gas Model Event - Open, k) Gas Model Event - Senior, l) Texaco Gas Model Event - Senior, m) Wakefield International Event and n) Moffett International Event. ✨

### Archives

*suite de la page 50*

et a reçu la médaille Burr Patterson & Ault.

Lors de l'épreuve « Moffett International », le modéliste A. Gee (de Galt) est arrivé 8e avec un chrono de 1:17.7 et a ainsi reçu la médaille Stinson de même qu'un abonnement à la revue Model Airplane News. Ernie Barrie a terminé au 9e rang avec un chrono de 0:51.5 et a aussi reçu la médaille Burr Patterson & Ault. R. Smith (lui aussi, de Toronto) a été éliminé mais a reçu la médaille de Popular Aviation. H. Dolson (de Preston) a été éliminé mais a reçu la médaille de Popular Aviation. Le Torontois F. Bauer a aussi été éliminé

mais a reçu le prix Exchange Clubs; R. Milligan (de Toronto) a aussi été éliminé mais a reçu la médaille Burr Patterson & Ault.

D'autres participants canadiens répertoriés plus haut étaient : M. Bardsley (St. Catharines), F. Bauer (Toronto), O. Corfield (Port Dalhousie), H. Dolson (Preston), A. Gee (Galt), T. Harris (Toronto), R. Milligan (Toronto), A. Pow (Toronto) et R. Smith (Toronto).

Les épreuves répertoriées étaient : a) copies volantes; b) maquettes à cabine de vol extérieur (catégorie libre); c) maquettes à cabine de vol extérieur (catégorie sénior); d) Senior Mulvahill;

e) Outdoor Stick (catégorie libre); f) Stout Indoor Stick Model (SR.); g) Indoor Stick Model (catégorie libre); h) maquettes à cabine de vol intérieur (Bloomingdale SR.); i) maquettes à cabine pour le vol intérieur (catégorie libre); j) concours DuPont pour maquettes à essence; k) concours pour maquettes à essence (catégorie libre); l) concours pour maquettes à essence - Senior; m) concours Texaco de maquettes à essence - Senior; n) concours Wakefield International; ainsi que o) concours Moffett International. ✨

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## PUBLIC RELATIONS

### Roy Rymer - 61172L

Committee Chair

roy.rymer@gmail.com

Back in January of 2023, I received a call from Roy Rymer, (our DZD-E). Roy asked me if I had been aware that he and I had the same doctor in St. Catharines. I had not known this. At this point, Roy mentioned that Dr. Vinod Patel would bring up the discussion on RC model flying before he left the office after the appointments. Well, it so happened that I experienced the same procedure when making my visits. Vinod had made it known to me that he was very interested in our hobby.

At this point, Roy suggested we get together and come up with a plan to make his desire to fly become a reality -- we would build him a trainer. Roy had an ARF kit, the "Alpha 40", at home, it was made for a nitro engine. After some discussion, Roy and I decided to make it an electric instead of a nitro-powered plane. It was also decided that we would go 50/50 on all costs. As I am retired and Roy is still partially engaged in his business, we agreed that I would assemble and convert the plane to electric.

Roy and I ordered all the necessary items for the conversion, and I started sometime in February 2023 on the project. Being an ARF, assembly and conversion went well. The battery compartment did take some time as it was meant for a fuel tank. After obtaining the C.G. and setting up the radio to the plane with appropriate switching, it was ready for testing at the field. I completed three flights with the aircraft, at which time the C.G. was checked out...



From Left: de g.; Roy Rymer, Dr. Patel, Tom Bateman.

all okay. Then, I completed the trimming of the plane.

Next step was to make an appointment with Dr. Patel. This was Roy's job to set up an appropriate date and time. Both Roy and Dr. Patel, being very busy, took some time to arrange. Finally, Roy gave me a call, in regard to the date. In attendance were me, (Tom Bateman) Roy Rymer, Dr. Patel, his wife and two secretaries.

Dr. Vinod Patel was completely taken aback upon seeing his brand-new plane

when presented with it. Due to everyone's busy schedule this late in the year, it was agreed that we would start training in the spring of 2024. Also, we may have two more members in the future with Dr. Patel's son and grandson. Happy flying to all. Dr. Patel, best to you for the 2024 season and super bedside manners!

Thank you, Tom Bateman (16489 HF LA), for the well-written dialogue on "the story".

## RELATIONS PUBLIQUES

### Roy Rymer - 61172L

Chef de Comité

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En janvier 2023, j'ai reçu un appel téléphonique de Roy Rymer (notre assistant directeur de zone). Roy m'a demandé si j'étais au courant que nous avions le même médecin à St. Catharines. Je ne le savais

pas. À ce point-là de la conversation, Roy m'a mentionné que le docteur Vinod Patel jaisait parfois de vol télécommandé avant de quitter son bureau, après les rendez-vous. Eh bien, j'ai vécu la même chose pendant mes propres visites auprès de lui. Vinod m'avait informé qu'il s'intéresse beaucoup à notre passe-temps.

Roy a suggéré que nous fassions équipe et que nous transformions son rêve en

réalité – nous allons lui assembler un avion de formation. Roy disposait d'un kit de maquette presque prête à voler (ARF) – un « Alpha 40 » -- chez lui et destiné à un moteur à nitro conventionnel. Après en avoir jaisé, nous avons décidé de convertir l'appareil à la propulsion électrique. Nous avons aussi décidé de séparer les coûts à 50/50. Je suis à la retraite et Roy est encore

*suite à la page 55*

Adam Maas - 91845

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Je vous présente deux technologies que vous pensiez ne pas devoir utiliser.

Dans cette chronique, je vous parlerai de deux technologies qui sont souvent controversées dans l'univers des maquettes à voilure fixe : le mode stabilisation et les systèmes de réception de longue portée (long-range).

Tout pilote de maquette conventionnelle – moteurs d'entre 40 et 60 – qui sont habitués à la faire évoluer à l'intérieur de la ligne de vision (line of sight), pensera probablement : « Bah, je n'ai pas besoin de cette quincaillerie ». Mais cette technologie peut vous servir et voici pourquoi.

En premier lieu, la stabilisation. Je ne traiterai pas de ses bénéfices en vol normal mais plutôt de celui qui est souvent ignoré, c'est-à-dire sur ce que cette technologie accomplit en mode antidéfaillance (failsafe).

Un système de stabilisation s'avère vitale en situation de défaillance en maintenant les ailes parallèles à l'horizon (et/ou en ramenant la maquette en assiette de vol normale si vous perdez le lien radio pendant une assiette de vol non conventionnelle), ce qui vous permet de configurer votre maquette en mode gaz au ralenti ou moteur éteint. Résultat : votre avion en mode antidéfaillance reviendra au sol doucement et de façon contrôlée et d'énergie cinétique moindre, ce qui est la façon la plus sécuritaire de procéder, tant pour sauvegarder votre avion que pour les personnes autour ou les lieux physiques. Cela n'épargnera pas votre maquette à tout coup – elle aura toujours besoin d'altitude afin de récupérer une assiette

de vol ordinaire – mais vous éviterez les situations de fly-off (l'avion qui poursuit son vol, au gré des éléments) en vous permettant de régler combien de déflexion à programmer sur votre gouvernail de direction, ce qui fera en sorte que votre maquette redescendra en vitesse réduite (en palier comme à la verticale).

Vous obtiendrez ce résultat en calibrant correctement votre mode de mise en assiette et en vous assurant que votre réglage antidéfaillance le déclenchera. Vous pouvez aussi le mettre à « off » (et ignorer les appareils de stabilisation/AS3X ou encore, tout régler à zéro en prévision de vols normaux). Ajoutez de la déflexion de gouverne de direction en mode antidéfaillance (j'ai tendance à programmer 50 % de déflexion) et ajoutez-y les paramètres de ralenti ou de mise à « off » de votre moteur.

Si vous faites voler vos avions en des endroits qui requièrent que vous possédiez votre accréditation de pilotage de SATP avancés, je vous recommande fortement d'ajouter le mode stabilisation, tout simplement afin d'éviter les situations de « fly-off » en mode antidéfaillance, l'un des plus grands risques pour nos terrains de vol en ces lieux précis, surtout si votre terrain de club se trouve non loin d'aéroports importants. Cette pratique peut être très précieuse en d'autres lieux, si jamais la connexion radio était rompue.

Les systèmes de longue portée sont de plus en plus communs. Vous pouvez maintenant acheter un émetteur d'une portée atteignant les 50 km – et même plus loin – chez votre marchand de passe-temps. Il va sans dire que nous ne pouvons pas nous livrer à de tels vols lointains sous l'égide de notre Code de sécurité (du MAAC) mais ces systèmes peuvent être bénéfiques pour les pilotes de maquettes

conventionnelles.

Constat tout simple : les caractéristiques techniques qui rendent possibles le vol contrôlé à 50 km offrent une meilleure réception radio sur de plus courtes distances ainsi que la faculté de combattre toute interférence, advenant que les émetteurs conventionnels soient exposés à de telles difficultés. Par exemple, si vous faites voler une maquette dans un secteur urbain – ou industriel – ou près de lignes de transmission électrique ou de tours à micro-ondes, ces tours sont souvent dotés de dispositifs de technologie 2,4 G qui pourraient nuire à nos émetteurs. Les systèmes de longue portée – tout particulièrement les nouveaux à base de puces LoRA (de Semtech) – sont moins sensibles à de tels problèmes en raison de leur puissance émettrice accrue et de leurs récepteurs plus sélectifs.

Si vous faites évoluer des maquettes près d'un lieu que vous savez en proie à une faible réception ou qu'il se trouve un point fixe mystère à votre terrain de vol où quelques maquettes se sont écrasées... ou que vous préférez être en confiance en tout temps quant à votre système, jetez un coup d'œil à cette nouvelle technologie. Plusieurs vendeurs offrent la technologie double-bande (dual-band) (des systèmes LoRA sur la bande de 900M, qui pourraient – ou non – aussi utiliser la technologie 2,4 G); cela comprend Jeti, FrSky et Futaba offre maintenant une mise à niveau double-bande de 900M. On retrouve aussi des systèmes LoRa sur 2,4G auprès de FrSky, FlySky et d'autres. Soyez cependant avertis : les systèmes de technologie 2,4G évoluent à très grande vitesse et plusieurs tels dispositifs ne sont pas certifiés aux normes ISED, bien que ceux que j'ai nommés le soient. ✨



# RADIO SPECTRUM

Adam Maas - 91845

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## TWO TECHNOLOGIES YOU DIDN'T THINK YOU NEED.

In this column, I'm going to talk about two technologies that are often controversial in the RC fixed-wing world. Stabilization and long-range RF systems.

Now, for the typical pilot flying 40-60 sized stuff in line of sight conditions, you're probably thinking 'I don't need this stuff', but it does benefit you and here's why.

First off is stabilizers. I'm not going to address the benefits of stabilization for regular flying, but rather an oft-ignored aspect of stabilizers that is potentially of benefit to everyone. That is what does it do in Failsafe mode.

A stabilizer can be quite valuable in a failsafe situation by holding the wings level (and/or leveling the aircraft if you lose link when not in level flight), that allows you to configure the aircraft with engine idle or off, wings level and significant rudder input. That will result in an aircraft in failsafe coming down slowly in a controlled and low-energy configuration, which is the safest for your aircraft, your surroundings and any bystanders. It won't save you every

time, you still need altitude for recovery to happen, but it will prevent fly-offs by allowing you to dial in rudder input and it will let you set up the aircraft so it is coming down at limited speed, both forward and vertical.

This is achieved by setting up your self-level mode correctly and ensure your failsafe setting triggers it. You can leave it off otherwise (and ignore rate stabilization/AS3X, or just zero out their gains for regular flight). Then combine with a rudder input in failsafe (I tend to use 50% rudder) and an engine idle or off condition.

If you fly at locations which require Advanced RPAS Certification, I would strongly recommend adding a stabilizer with self-level to your aircraft simply to prevent fly-offs in failsafe, which are one of the biggest risks to our fields at those locations, especially fields near major airports. For other locations, it's nice to have in the case you have a failsafe occurrence.

Long-range systems are becoming increasingly common today, you can now buy a radio with the capability to range out to 50 km or further at your local hobby shop. Needless to say, we cannot do this sort of long-range flying within the Safety Code, but there are benefits from these systems for the regular line of sight pilots.

That comes down to one simple thing,

the same features that allow for control at 50 km also result in better RF performance at much shorter distances and the ability for your signal to punch through interference in cases where the line of sight ranged systems might struggle. If you fly near an urban area, or any industrial areas, or even power lines or microwave towers, these towers often have 2.4G control links which can interfere with our radios. Long-range systems, especially the new ones based on Semtech's LoRA chipsets are less susceptible to issues due to their higher transmit power and more selective receivers.

If you operate somewhere where you know there is a poor RF environment, or your field has a mystery shootdown spot or you even just like belt & suspenders reliability, check out this new tech. There are several vendors doing dual-band (which uses LoRA technology on the 900M band and may or may not use it on 2.4G too); this includes Jeti, FrSky and Futaba has just started to roll out its 900M dual-band upgrade. There are also LoRA systems on 2.4G from FrSky, FlySky and others. Do be aware that the 2.4G systems in particular are a very fast-moving area and many of these systems do not have ISCED certification, although all of the ones I mention are certified. ✈

### Relations publiques

*suite de la page 53*

en partie impliqué dans son entreprise, si bien que nous nous sommes mis d'accord que j'assemblerais l'avion et que je le convertirais à la propulsion électrique.

Roy et moi avons commandé l'équipement nécessaire à la conversion et j'ai entamé le projet vers le mois de février 2023 (il y a un an). Puisqu'il s'agit d'un kit ARF, l'assemblage et la conversion se sont bien déroulés. Il a fallu repenser le compartiment à batterie puisque l'espace disponible était destiné à un réservoir de carburant. Après avoir déterminé le centre de gravité et avoir installé les composantes radio – y

compris les bons raccordements – j'étais prêt à effectuer le vol d'essai au terrain de vol. J'ai complété trois vols; le centre de gravité était parfait. En fait, tout l'était. J'ai ensuite finalisé les réglages.

La prochaine étape consistait à prendre rendez-vous avec le docteur Patel. C'était la tâche qui incombait à Roy : fixer un lieu de rencontre à la bonne date. Comme Roy et le praticien sont très occupés, il s'est écoulé beaucoup de temps. Finalement, Roy m'a appelé. J'étais (Tom Bateman) présent, de même que Roy, le docteur Patel, sa femme et deux secrétaires.

Vinod Patel était abasourdi lorsque

nous lui avons présenté sa maquette neuve. Compte tenu de l'horaire chargé de tout le monde et de la saison de vol passablement avancée, nous avons convenu que nous nous allions débiter la formation du médecin au printemps 2024. Il se pourrait même que nous comptions deux membres de plus : le fils et le petit-fils de monsieur Patel. Bons vols à tout le monde. Docteur Patel, je vous souhaite une superbe saison 2024 et vous remercie de votre amabilité dans votre cabinet!

Merci Tom Bateman (t6489 HF LA) pour ce récit. ✈

# VOL LIBRE INTÉRIEUR

**Dmytro Silin - 86654**

Chef de Comité

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Ces derniers quelques mois, notre comité a beaucoup discuté des façons de faire la promotion de notre passe-temps et d'y faire entrer davantage d'adeptes.

S'il y a une chose sur laquelle nous nous entendons, c'est l'importance des médias sociaux. C'est facile d'y afficher des photos et des vidéos de votre séance de vol. Identifiez votre ville ou votre lieu et voyez si quelqu'un voudrait s'y rendre, une prochaine fois. Je profite de chaque chronique pour mentionner la présence de notre groupe de vol intérieur sur Facebook. Fin 2023, nous comptons plus de 5 500 personnes de partout dans le monde qui nous suivaient! On y retrouve des tonnes de renseignements, de discussions et de photos!

Autre aspect du vol intérieur – l'accès à des lieux convenables. Bien que les dômes d'exercice et les églises soient entièrement réservés pendant les fins de semaine, ces mêmes endroits pourraient être disponibles en cours de semaine à coût réduit, voire gratuitement. Si vous essayez d'en trouver un, tournez-vous vers John Marett pour des conseils, au [marettindoor@gmail.com](mailto:marettindoor@gmail.com). John dirige le Club Markham Indoor Flyers, à Toronto. Il lui est souvent arrivé de trouver et de gérer quantité de lieux de vols,

auparavant. Le conseil qu'il m'a donné : ayez toujours une maquette prête à voler avec vous au moment de rencontrer les gestionnaires. Lorsque vous lancerez votre maquette, ces mêmes personnes verront à quel point ce type d'appareil est sécuritaire. Cela lui a ouvert – et moi – bien des portes.

## CONCOURS POSTAL

De retour à Internet. À l'heure actuelle, nous présentons un autre concours postal en ligne. Le premier – la Coupe Corona – s'est déroulé pendant le confinement de la pandémie de COVID-19. Cette fois, nous mettons en vedette le WASP, un design datant des années 1940. C'est une maquette que vous pourrez construire à l'aide de balsa que vous trouverez à votre magasin local. Le design est très simple et séduit par son allure vraiment rétro. Essayez ça! Le concours se poursuit jusqu'en mai. Vous trouverez les renseignements au <http://indoorfreeflight.com/wasp.html> ainsi que sur notre page Facebook.

## CHAMPIONNAT MONDIAL

Le Championnat mondial de FiD sera disputé dans trois mois. L'équipe – Vlad Linardic, Arend Borst et Dmytro Silin – est presque fin prête. Une fois de plus, nous parcourons nos notes, vérifierons tout et couperons d'autres longueurs de caoutchouc. Vlad se dirige vers la mine de sel en Roumanie, en février. C'est là que sera disputé le Championnat mondial, en

mars. Il espère appliquer certaines idées.

Notre équipe de FiD travaille aussi avec d'autres membres du Comité de vol intérieur sur la proposition d'ajouter les Coupes mondiales à la liste d'événements où peuvent être établis de nouveaux records mondiaux. À l'heure actuelle, ces records de vol intérieur ne peuvent être établis qu'au Canada, aux États-Unis et lors des Championnats proprement dits. La Fédération aéronautique internationale (FAI) a créé la Coupe mondiale de FiD en 2023. En se basant sur la participation – sensationnelle en 2023 – ses organisateurs ont l'intention de l'agrandir afin d'inclure les autres catégories de vol intérieur – FiL, FiR, FiM, FiN et libre (open). Non seulement s'agira-t-il d'un autre événement où on pourra faire évoluer nos maquettes, mais ce sera aussi l'occasion de mettre à jour nos records et peut-être d'en établir un nouveau!

Comme toujours, si notre volet d'activité vous intéresse, nous vous invitons à rejoindre le groupe de vol intérieur sur notre page Facebook – notre plateforme servant aux discussions, feuilles de pointage, blogues de construction et de vidéos de vol. Vous trouverez aussi en ligne une gamme de kits afin d'assembler des maquettes toutes simples. Rejoignez le groupe et lisez le message de bienvenue – il vous révélera comment entamer votre carrière de vol libre intérieur. ✨

## The Balsa Dust FACTORY

Canada's Control Line Connection

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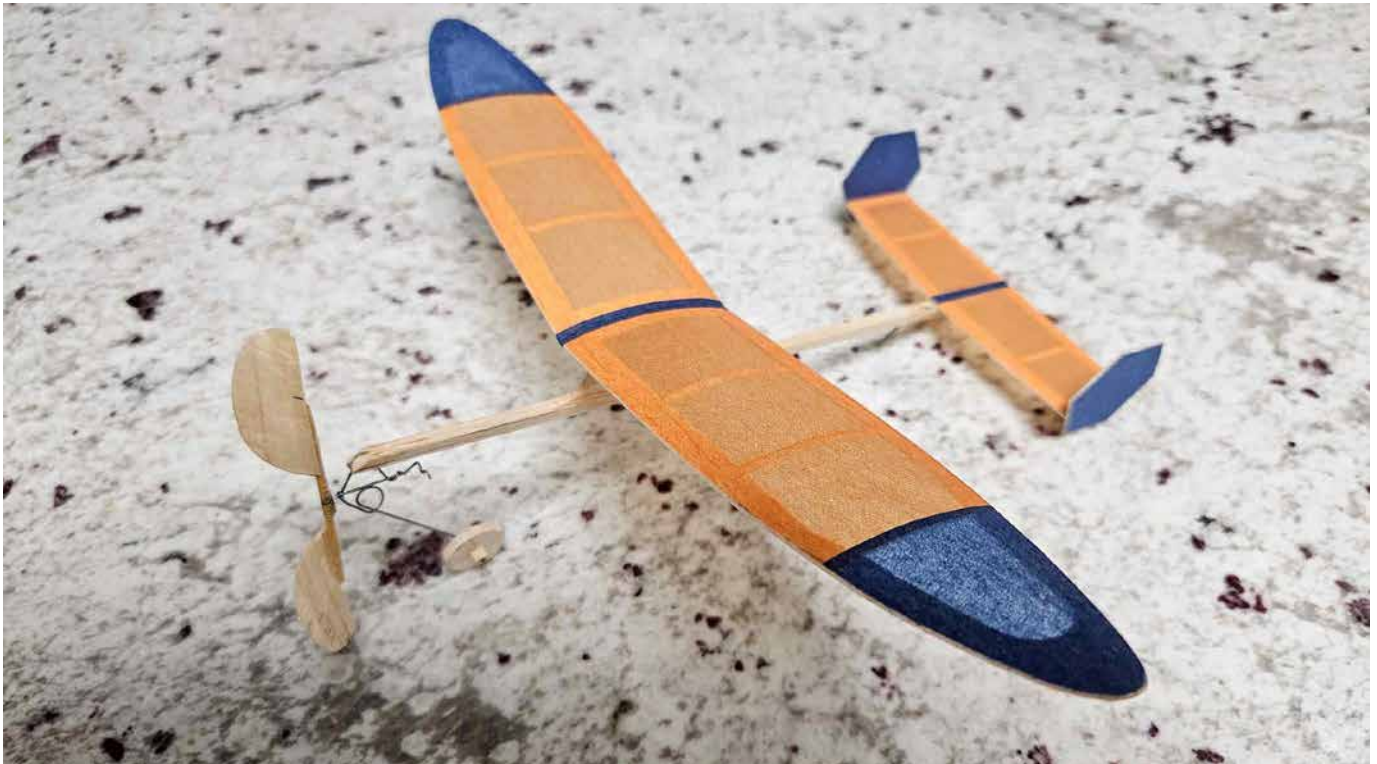
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## FREE FLIGHT INDOOR



WASP model by Dmytro Silin

### Dmytro Silin - 86654

Committee Chair

dmytro.silin@gmail.com

In the past couple of months, our Committee has had a lot of discussions on how to promote the hobby and engage more people.

One thing we all have agreed on – the importance of social media. It's easy to post some pictures and videos of your flying session. Tag your city or location and see if someone would want to come to the next one. In every column, I mention our Indoor Free Flight group on Facebook. By the end of 2023 it had more than 5,500 people from all over the world. There are tons of information, discussions and pictures in it!

Another aspect of indoor flying -- access to suitable venues. While inflatable gyms and churches might be fully booked during the weekends, they might be very well available through the week at partial cost or free. Should you be interested in finding one, please reach out to John Marett for some advice at [marettindoor@gmail.com](mailto:marettindoor@gmail.com). John runs Markham Indoor Flyers club in

Toronto. He also found and ran quite a few sites before. The advice he gave me was: always have a small model ready to fly when you talk to the officials. When you launch a tiny, rubber-powered aircraft, they will see right away how safe and harmless it is. This opened to him -- and then to me -- quite a few doors.

### POSTAL CONTEST

Back to the internet. Right now, we have another Online Postal Contest. The first one, Corona Cup, took place during the COVID-19 lockdown. The current event is for the WASP design originating in 1940s. It's a model that could be built from hobby store balsa. It has a very simple design and true antique looks. Give it a try! The event runs until May. All the information can be found on <https://indoorfreeflight.com/wasp.html> and on our Facebook group.

### WORLD CHAMPIONSHIP

The F1D World Championship is just three months away. The team, Vlad Linardic, Arend Borst and Dmytro Silin is mostly ready. It's time once again to go through the notes, check everything and

cut more rubber motors. Vlad will have a chance to go to the salt mine in Romania in February. This is where the World Championships will be held in March. There are some new ideas he hopes to test.

Our F1D team is also working with other members of the Indoor Committee on the proposal to add World Cups to the list of the events where national records can be set. As of today, indoor records can only be established in Canada, the USA, and during World Championships. The FAI established the F1D World Cup in 2023. Based on participation, which was great in 2023, they plan to expand it to all other indoor classes – F1L, F1R, F1M, F1N and Open. Not only it will be another event where we can fly, but also a chance to update our records and maybe set a world record!

As always, anyone interested is invited to join the Indoor Free Flight group on Facebook – our platform for discussions, scoresheets, building logs, and flight videos. Kits for several simple models are available online. Join the group and read the welcome message – it tells you how to start your indoor flying career. ✈

# VOL CIRCULAIRE ACROBATIQUE

John McFayden - 14681L

Chef de Comité

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La chronique de ce mois-ci renferme les nouvelles d'un nouveau projet de construction, les règlements mis à jour pour le vol circulaire acrobatique ainsi que d'une nouvelle poignée de formation en vol circulaire.

En premier lieu, les nouveaux règlements de l'AMA américaine pour le vol circulaire acrobatique (en 2024-2025) sont disponibles ici (en anglais) : [Control\\_Line\\_Precision\\_Aerobatics\\_2024-2025.pdf](#) (modelaircraft.org). Bien sûr, il s'agit des règlements qui serviront lors des concours acrobatiques au Canada. Veuillez les lire et en comprendre les nuances. Les changements voient surtout à clarifier les règlements actuels afin d'éliminer le risque d'interprétations que l'on entend parfois à même le cercle de vol. Par exemple, est-ce que les manœuvres qu'on manque lors d'une séance de vol peuvent être reprises après l'acrobatie du trèfle à quatre feuille et être quand même notée (recevoir un pointage)?

Ensuite, voici une façon originale d'aider de nouveaux pilotes à manier une maquette de vol circulaire. Il s'agit d'une poignée double qui élimine les passations maladroites de poignée simple au cours d'un vol. Henrique Correa de Cunha a construit cet exemplaire afin de montrer les rudiments de pilotage à son fils et à sa fille; l'appareil de prédilection était l'une des maquettes de Chris Brownhill. Cette configuration fonctionne merveilleusement bien et c'est une bien



bonne façon de montrer à quelqu'un les sensations que l'on détecte pendant une séance de vol.

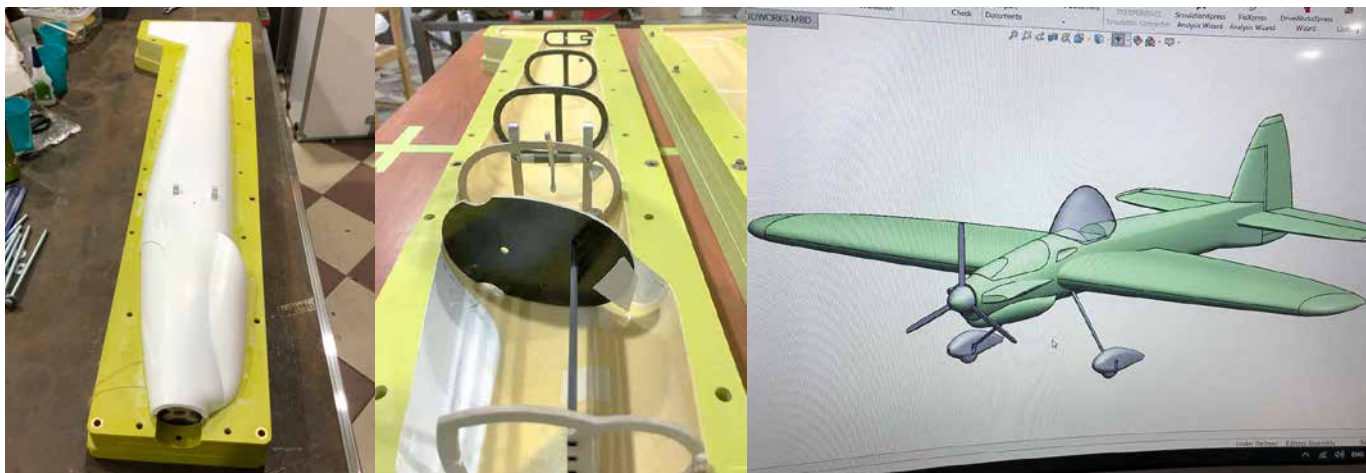
## LE NOUVEAU DESIGN DE KONSTANTIN

Bien que plusieurs personnes puissent penser que la conception des maquettes acrobatiques a pris fin avec l'arrivée du Nobler et du moteur Fox .35, la quête d'un avion capable d'exécuter la séquence parfaite se poursuit. Konstantin a maintenant un nouveau modèle qui a pris la voie des airs. Ce KB 555 – qu'il a nommé Challenger – est un design tout composite

qui comporte des éléments de style très russes et qui est doté des plus récentes innovations adoptées au sein du circuit de la CLPA.

Konstantin a conçu le design en 3D à l'aide du logiciel Solid Works. Le fuselage et les moules des surfaces ont ensuite été usinés. Les coquilles sont moulées à l'aide de Styrofoam, de fibre de verre et de fibre de carbone.

Les ailes comportent un profil plus épais que le très réputé StarLight mais la traînée plus importante signifiait qu'il fallait passer à une batterie plus puissante, *suite à la page 62*



# CONTROL LINE PRECISION AEROBATICS

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This month's column features a new build, updated CLPA rules and a new control line training handle.

First up, the new AMA Control Line Precision Aerobatics Rules for 2024-2025 are available here: [Control\\_Line\\_Precision\\_Aerobatics\\_2024-2025.pdf](#) (modelaircraft.org) . These are, of course, the rules that will be used for stunt contests in Canada. Please read and understand the tweaks to the rules. The rule changes mainly clarify existing rules in an effort to eliminate varying interpretations sometimes quoted at the circle. Things like, can manoeuvres missed during the flight be flown after the four-leaf clover and still be scored?

Next, here is a very slick way to help new pilots to fly control line, a dual handle set-up that eliminates fumbling a single handle back and forth during flight. Henrique Correa de Cunha built this copy to teach his son and daughter to fly one of Chris Brownhill's planes. This handle configuration works extremely well and is a great way to teach somehow the feel of flying control line.

## KONSTANTIN'S NEW DESIGN

While many think control line design ended with the Nobler and the Fox .35 engine, the pursuit of a plane capable to fly the perfect pattern continues. Konstantin has a new model in the air. Known as KB 5555, named Challenger, this all-composite design features classic Russian styling and is equipped with the latest CLPA flight innovations.

Konstantin developed the design in 3D using Solid Works software. The fuselage and all the flying surface moulds were then machine milled. The shells are moulded using Styrofoam, fiberglass and carbon fiber.

The wing incorporates a thicker airfoil than the very successful StarLight, but the increased drag requires the use of a heavier Thunder Power 6S 2800 mAh battery. Total wing area was increased to carry the extra weight and to yield an excellent wing loading. All-up weight with the 6S battery is 65 ounces.

A BadAss 3515 spins an Igor 12-inch three-blade prop and the electronics are a Jeti Spin 66 ESC and Igor reactive timer.

So, is the Challenger better than the StarLight? Only hundreds of practice flights in a variety of weather conditions will determine that. Such is the complexity of CLPA.

Please feel free to submit material for future CLPA columns. ✈



# MAQUETTES RC ÉLECTRIQUES

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## DE « GROS » PETITS AVIONS

Le dévoilement de l'Apprentice STOL S d'une envergure de 700 mm – de même que quelques « gros » avions UMX – répond à un intérêt grandissant pour les petites – mais non minuscules – maquettes.

Ces avions robustes pèsent autour de 150 grammes prêts à voler, sont dotés d'un moteur sans armature (brushless) puissant et d'une batterie 2s ou 3s de 300 mAh; ils conviennent mieux au vol depuis un terrain extérieur, même avec une légère brise, que les UMX d'antan. De plus, certains appareils sont chaussés de « gros pneus de brousse », ce qui leur permet d'évoluer depuis des terrains en pelouse et d'autres surfaces plus rudes; d'autres sont faciles à lancer à la main.

En plus du petit Apprentice, d'autres maquettes se sont fait remarquer : l'UMX Turbo Timber Evolution ainsi que l'UMX Conscendo. Tous deux sont des versions plus petites des populaires maquettes de 1,5 m d'E-Flite. Puisqu'elles se situent sous la barre des 250 grammes, ces maquettes ne doivent pas être immatriculées auprès de Transports Canada. Toutefois, on doit les faire voler en observant le Code de sécurité du MAAC. Elles peuvent aisément s'intégrer aux opérations – sur le terrain – des avions qu'on connaît déjà comme l'AeroScout et autres maquettes de petite et de moyenne taille, des avions qui constituent aujourd'hui le parc de maquettes électriques pour le vol sportif. Et elles coûtent passablement moins cher que les avions plus gros.

Je m'attends à voir davantage de ces « gros petits avions » au terrain de vol, surtout entre les mains d'élèves pilotes. En ma qualité d'instructeur chef de la formation, je songe très fort à la meilleure façon d'intégrer ces machines à notre programme d'obtention des « ailes ». Je les considère comme étant un complément – et non un remplacement – aux plus gros avions de formation présentement utilisés.

Apprentice STOL S de 700 mm

On peut maintenant choisir entre trois formats d'Apprentice : le STS de 1,5 mètre, le Mini-Apprentice de 1,2 mètre ainsi



*The new Littlest Apprentice: Rugged construction, 700mm wingspan, big wheels for rough ground, three-mode SAFE. A fully capable trainer and great fun flyer. Le nouvel (et tout petit) Apprentice. Construction robuste, envergure de 700 mm, de grosses roues adaptées au sol moins accueillant, mode SAFE à trois étapes. C'est une maquette de formation très polyvalente et un avion sportif intéressant.*

que le nouvel Apprentice de 700 mm. Ce sont toutes de superbes maquettes qui pardonnent beaucoup mais qui réagissent aussi très bien aux commandes, ce qui est souhaité pour tout appareil de formation. On retrouve trois modes de vol : débutant (technologie SAFE), intermédiaire (enveloppe de vol restreinte) et expérimenté (seulement en mode AS3X).

Le plus petit membre de la famille s'insère bien dans la tradition Apprentice et vole merveilleusement bien. Muni d'une batterie 2s de 300 mAh, d'un moteur sans armature (brushless) et de grosses roues, il jouit d'abondamment de puissance pour décoller rapidement et peut même exécuter de modestes acrobaties lorsque programmé en mode expérimenté. La configuration radio est entièrement nouvelle avec récepteur, servos et contrôleur de vitesse séparés. On peut appairer (ce qu'on appelle « binding » en anglais) le récepteur tant en protocole DSMX que SLT; la version prête à voler de cette maquette vous est offerte avec un nouvel émetteur de base, le SLT6. Toutefois, je crois que la plupart des pilotes choisiront la version de base Bind-and-Fly (BNF) et l'utiliseront avec un émetteur DSMX qu'ils possèdent déjà; ils pourront ainsi bénéficier de la fonction de boîte-école (buddy box) sans fil.

L'UMX Turbo Timber Evolution

L'UMX Turbo Timber est une maquette préférée de bien du monde depuis un

long moment. La version Evolution a été repensée et mise à jour grâce à un moteur 3s plus puissant (on peut aussi avoir recours à une batterie 2s). Cet appareil est plus robuste et jouit de servos et de raccords améliorés. Comme son prédécesseur, cette nouvelle version comporte des volets intérieurs et des bords de bords d'attaque (slats) optionnels afin d'améliorer le vol lent. La technologie SAFE Select est disponible – de même que la télémétrie, y compris la lecture du voltage et du courant de la batterie embarquée.

C'est un avion fantastique pour les pilotes moins expérimentés, mais ce n'est pas l'avion de formation idéal; ça, ce serait l'Apprentice de 700 mm.

Remarque : Ne méprenez pas l'UMX Evolution pour l'UMX Timber X. Ce dernier est un appareil entièrement différent et convient mieux à du vol acrobatique extrême en 3D. C'est une chouette maquette mais ce n'est pas le bon choix pour la plupart des pilotes.

## L'UMX CONSCENDO

Maquette bien différente que l'UMX Conscendo. Muni d'une batterie 3s, ce planeur est très rapide, trop pour les débutants mais bien agréable pour quiconque cumule un peu plus d'expérience.

L'UMX Conscendo possède des ailerons

*suite à la page 62*

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## BIG LITTLE PLANES

The release of the 700-mm wingspan Apprentice STOL S, as well as a couple of new “big” UMX models, supports a growing interest in small but not tiny electric planes. These sturdy models, weighing around 150 grams ready to fly, with powerful brushless motor and a 2s or 3s 300-mAh battery, are much more suitable for flying at a club field, even in a breeze, than the traditional lightweight UMX models. Moreover, some have big “bush tires” that allow them to operate from short grass or other rough surfaces, while others are easy to hand launch.

In addition to the little Apprentice, a couple of other new small models are getting attention: the UMX Turbo Timber Evolution and the UMX Conscendo. Both are scaled down versions of popular 1.5m E-Flite models. As they are within the 250-gram limit, these aircraft don't need to be registered with Transport Canada. They must, however, be flown in accordance with the MAAC Safety Code. They integrate readily into flying at the field alongside planes like the AeroScout and other small and mid-size models that nowadays form the mainstay of electric sport flying. And they are significantly less expensive than bigger planes.

I expect to see more of these “big little planes” showing up at the field, particularly among students, and as chief flying instructor for our club, I'm thinking hard about how best to integrate them into our flight school program. I see them as a supplement to, not a replacement for, the bigger trainers we currently use.

Apprentice STOL S 700 mm

There are now three Apprentices: 1.5m Apprentice STS, 1.2m Mini Apprentice, and new Apprentice 700 mm. All are great flying models with the forgiving but responsive handling characteristics of a good trainer. All provide three graduated flight modes: Beginner (SAFE), Intermediate (restricted flight envelope) and Experienced (just AS3X).

The littlest member of the family fits well into the Apprentice tradition and is



*Some of my Big Little Planes: (left to right) UMX Carbon Cub on floats, UMX Timber X, UMX Conscendo, Apprentice STOL S 700, UMX Turbo Timber. / Quelques-unes de mes maquettes. De g. à dr. : UMX Carbon Cub sur flotteurs, UMX Timber X, UMX Conscendo, Apprentice STOL S 700, UMX Turbo Timber.*

a delightful flyer. With its 2s 300-mAh battery, brushless motor and big wheels, it has ample power for quick takeoff and even even performs modest aerobatics in Experienced mode. The radio setup is totally new, with separate receiver, servos and ESC. The receiver can bind with both DSMX and SLT protocols; the RTF version of the model comes with a new basic transmitter, the SLT6. I think most club flyers, however, will choose the BNF Basic version and use it with an existing DSMX radio; that will allow use of Wireless Trainer for instruction.

UMX Turbo Timber Evolution

The UMX Turbo Timber has long been a favourite. The Evolution is a reworked and updated version with more powerful 3s motor (it can also use a 2s battery). It's stronger all round and has improved servos and linkages. Like its predecessor, the new version has inboard flaps and optional slats for improved slow flight. SAFE Select is available, as well as telemetry, including pack voltage and current.

This is a great model for low-time pilots, but not the ideal basic trainer; the Apprentice 700 mm is the plane for beginners.

Note: Don't confuse the UMX Evolution with the UMX Timber X. The latter is a

totally different aircraft, more suited to extreme 3D aerobatic flying -- it's a fun model but not the right choice for most pilots.

## UMX CONSCENDO

A quite different little plane is the UMX Conscendo glider. With its 3s battery, it's a hot flyer, too fast for beginning pilots but great fun for anyone a little more advanced.

The UMX Conscendo has full-span ailerons that can be drooped for thermal soaring or raised as spoilers. It integrates with the flap system on a Spektrum radio. The optional SAFE Select mode is particularly helpful for hand launching, providing automatic up-trim for a few seconds after launch. But once in the air, the UMX Conscendo is the kind of aircraft to fly with just its standard AS3X.

A more suitable little glider for low-time pilots is the UMX Radian.

There's a myriad of other little planes out there, but most of them are too small and light to mix in well at an RC flying field. The ones mentioned above stand out and can be expected to show up increasingly in 2024. (Warning: they are currently in short supply, so order early. I'm still waiting for my UMX Turbo Timber Evolution!) ✈

# ACROBATIE DE PRÉCISION (VOLTIGE)

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Au moment d'écrire ceci, nous sommes tôt dans la Nouvelle année et vous ne lirez pas cette chronique avant que l'année soit bel et bien entamée. J'espère que tout le monde a passé un bon temps des Fêtes et que vous avez hâte à l'année qui s'annonce.

Ce compte-rendu sera bref puisqu'il n'y a pas grand-chose à rapporter à ce temps-ci de l'année. Nous sommes en pleine saison de construction ou, en termes modernes, en saison d'assemblage de maquettes presque prêtes à voler (Almost Ready to Fly, ARF, en anglais). Certains pilotes courageux font encore voler leurs maquettes à l'extérieur mais la plupart d'entre nous passons à l'intérieur, à l'atelier, afin de construire le prochain avion qui remportera peut-être les concours, la saison prochaine.

Le prochain concours de vol intérieur se déroulera à Cobourg (Ontario), le 23 mars. Le format sera le même que celui précédemment utilisé : pratique en matinée, concours en après-midi.

La dernière année est pratiquement à oublier puisqu'aucun concours n'a été disputé. Ça s'annonce beaucoup mieux pour 2024. Nous pourrions organiser des événements; planifiez ceux auxquels vous

voudrez vous rendre en cours de saison. Nous serons encore limités à l'altitude de 400 pieds – pour commencer – mais comme l'a noté le président du MAAC dans le numéro précédent, MAAC tente de faire relever cette limite.

Les séquences Sportsman et Intermediate peuvent être exécutées à l'intérieur des limites actuelles. Celles en catégories Advanced et FAI seraient difficiles – sinon impossibles – à réaliser sous les auspices de la limite des 400 pieds.

Tant en F3A qu'en F3P, les catégories Advanced et FAI honorent les actuelles séquences FAI tel que publiées dans le Code sportif de la FAI. Ceci signifie qu'en 2024 et 2025, il y a de nouvelles séquences pour ces catégories.

Quant à la catégorie Advanced de F3P (vol intérieur), ses pilotes devront voler selon la séquence AA-25 et les pilotes adeptes de la catégorie F3A devront voler selon la séquence A-25. Lors de concours du MAAC, les décollages et atterrissages seront jugées selon les catégories Advanced.

En F3P (vol intérieur), la FAI autorise la séquence AP-25 tandis que quiconque s'inscrit en catégorie FAI Advanced devra tenter d'exécuter la séquence P-25.

Pour les deux catégories de F3P et de FAI lors de concours du MAAC, il faudra disputer au minimum quatre (4) rondes du programme préliminaire « P ». La décision de faire exécuter le programme des Finales

« F » lors de concours – exception faite des Épreuves de qualification d'équipe – sera à la discrétion du directeur de concours.

Voici le programme Advanced de F3A pour le Canada en 2024 et 2025 :

(Note de la rédaction : comme la discipline est majoritairement présentée lors de concours en anglais et que les concurrents connaissent la terminologie, nous reproduisons le programme tel quel.)

Take off  
Triangle from Top with roll  
Half Square Loop with half roll  
Square Loop on corner with half roll,  
half roll  
Figure Nine with half roll  
Four consecutive Quarter Rolls  
Stall Turn with half roll  
Double Immelmann with half roll, half  
roll, half roll  
Humpty Bump with half roll  
Half Roll, Loop, Half Roll  
Half Square Loop on Corner  
Half Cloverleaf  
Reverse Figure ET  
Spin two turns  
Top hat with half roll Option: Top hat  
with quarter roll, quarter roll  
Figure Z with half roll  
Comet  
Figure S  
Landing  
Vol complété. ✈

## Maquettes RC électriques suite de la page 60

sur toute l'envergure des ailes et on peut les abaisser lors du vol plané ou les relever pour qu'ils agissent comme aérofreins (spoilers). Ce système s'intègre bien à celui des volets sur un émetteur Spektrum. Le mode optionnel SAFE Select est particulièrement utile pour le lancer à la main puisqu'il offre un réglage automatique vers le haut (up-trim) pendant quelques secondes après le lancer. Une fois en l'air, c'est le genre de maquette qui peut parfaitement voler uniquement à l'aide de la technologie AS3X.

Si les pilotes moins expérimentés cherchent un planeur moins performant, ils pourraient se tourner vers l'UMX Radian.

Il existe une bien variété de petites maquettes mais la plupart sont trop petites ou trop légères pour se mêler aux autres appareils, au terrain de vol. Celles que j'ai mentionnées plus haut se démarquent du lot et on peut s'attendre à en voir souvent, en 2024. (Avertissement : Ces appareils sont difficiles à obtenir; commandez longtemps à l'avance. J'attends toujours mon UMX Turbo Timber Evolution!) ✈

## Vol circulaire acrobatique

suite de la page 58

en l'occurrence, un Thunder Power 6S de 2 800 mAh. La surface alaire totale a été augmentée afin d'accueillir le poids accru et afin de réaliser une charge alaire intéressante. Le poids prêt à voler est de 65 onces (avec la batterie de 6S).

Un moteur BadAss 3515 fait tourner une hélice Igo à trois pales de 12 pouces et les composantes électroniques consistent d'un contrôleur Jeti Spin 66 et d'un chronomètre réactif Igor.

Alors... est-ce que le Challenger est meilleur que le StarLight? Seuls une bonne centaine de vols de pratique en toutes sortes de conditions météo le détermineront. Telle est la complexité du vol circulaire acrobatique.

Sentez-vous bien à l'aise de soumettre du matériel pour inclusion dans de futures chroniques de vol circulaire acrobatique. ✈



# R/C PRECISION AEROBATICS

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As I write this, it is early in the New Year and although you won't read it until 2024, it is well established. I hope everyone had a good Holiday season and is looking forward to the coming year.

This will be a brief report as there really is not a lot to report on, this time of year. We are now into the building season or in more modern terms, the ARF assembly season. There are still some hardy souls who continue to fly outside during the winter but most of us retreat into the shop to do maintenance or construct next season's contest winner airplane or fly indoors.

The next indoor contest will be Cobourg (Ontario) on March 23rd. This will follow the same format as previous contests with practice in the morning and the contest in the afternoon.

The past year was a write-off for pattern with no contests being held. The outlook for 2024 is much better. We will be able to hold events so begin planning for this summer's contests. We will still be limited to a 400-foot altitude limit to start but as noted in last issue's President's column, MAAC is working to get the altitude limit raised.

The Sportsman and Intermediate sequences can both flown within the existing limits. Advanced and FAI as they are currently written would be difficult if not impossible to fit under a 400-foot ceiling.

For both F3A and F3P, the Advanced and FAI classes fly the current FAI sequences as published in the FAI Sporting Code. This means that for 2024-25, there are new sequence for these classes.

In Advanced, F3P (Indoor) will fly AA-25 sequence and F3A will fly the A-25 sequence. In MAAC competition, take-offs and landings are judged for the Advanced classes.

F3P (indoor) FAI will fly AP-25 sequence and FAI Advanced will fly the P-25 sequence.

For both the F3P and FAI classes at MAAC contests, a minimum of four (4) rounds of the of the preliminary "P" schedule are flown. The decision to fly the Finals "F" schedule in contests other than

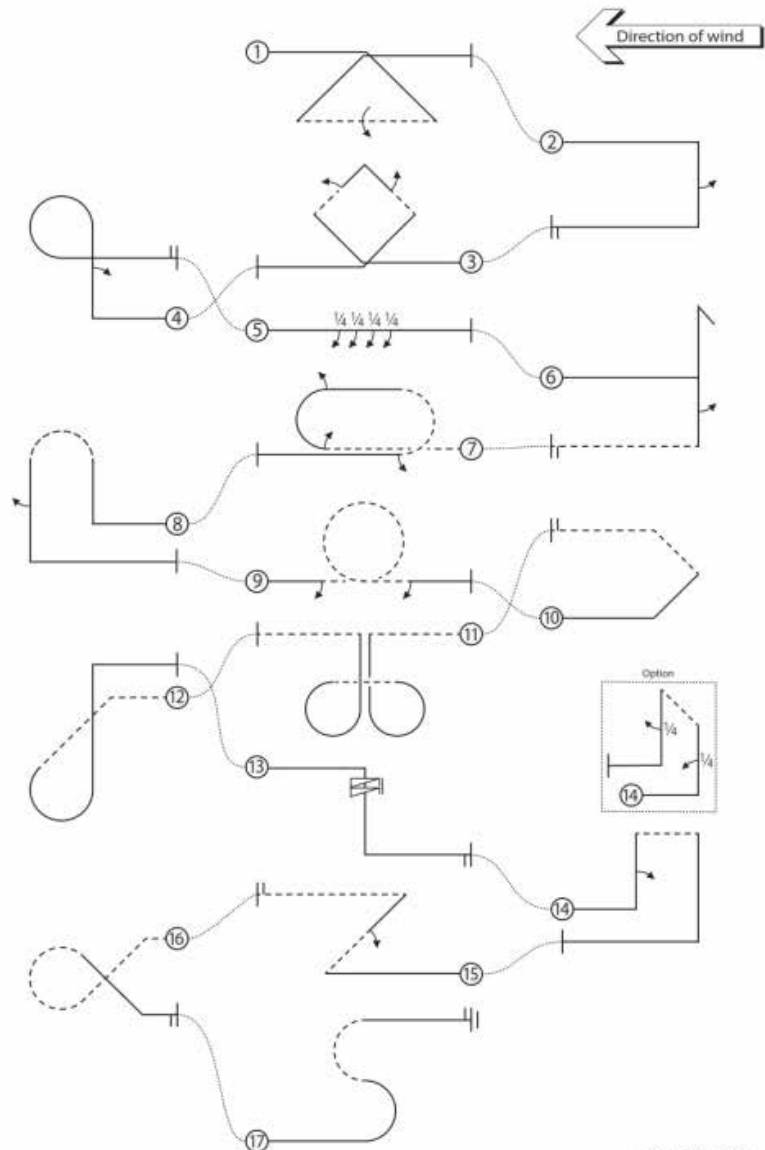
team trials is at the discretion of the CD.

Here is the F3A Advanced Schedule for 2024-25 as flown in Canada:

- Take off
- Triangle from Top with roll
- Half Square Loop with half roll
- Square Loop on corner with half roll, half roll
- Figure Nine with half roll
- Four consecutive Quarter Rolls
- Stall Turn with half roll
- Double Immelmann with half roll, half roll, half roll

- Humpty Bump with half roll
- Half Roll, Loop, Half Roll
- Half Square Loop on Corner
- Half Cloverleaf
- Reverse Figure ET
- Spin two turns
- Top hat with half roll Option: Top hat with quarter roll, quarter roll
- Figure Z with half roll
- Comet
- Figure S
- Landing
- Flight Complete. ✈️

## ADVANCED SCHEDULE A-25 (2024-2025)



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Drawings by Alan Turner  
Nov. 2025

# COURSE AUTOUR DE PYLÔNES

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Chef de Comité

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## COURSE AUX PYLÔNES

Bonjour, amateurs de course. J'espère que tout le monde a passé un bon temps des fêtes. Mes meilleurs vœux pour l'année 2024! Pilotez autant que vous le pouvez parce que c'est ce qui vous garde jeune!

Début novembre 2023, je me suis mis en route vers ma résidence d'hiver à Phoenix (Arizona). Je suis arrivé en fin de journée du 7 novembre, juste à temps pour faire du ménage, décharger ma fourgonnette et ma remorque et me préparer pour la première course des coucous de guerre (Warbirds) à Tucson, prévue le samedi 11 novembre. Oui, c'était dans quelques brefs jours plus tard. Rien de tel qu'un peu de pression pour stimuler l'adrénaline de course! J'ai réussi à assembler mes maquettes et à les recharger pour Tucson mais je n'ai pas eu le temps de procéder aux essais et à régler mes vieux coucous de guerre. Mon nouveau Vendetta en composite pour catégorie Silver (un produit de Harold Sattler) était terminé mais je ne l'avais pas fait voler, si bien que je n'ai pas voulu m'en servir à Tucson.

J'ai quitté mon domicile de Peoria à 5 heures en matinée du 11 novembre et ai fait route en vitesse vers le terrain de vol à Tucson, où je suis arrivé vers 7 h 20 (aucune interférence policière sur les routes de Phoenix... j'étais ravi de constater que les dollars des contribuables ont été injectés aux autoroutes). Ont suivi bien des vols et une compétition serrée. J'ai ravi le premier rang en catégorie Gold grâce à mon observateur (caller) de longue date, Tony Lopez. Geral Meux a ravi la première place en Silver tandis que Bill Blake s'est emparé de la première place en Bronze. Félicitations à tous les concurrents. Je transmets des félicitations particulières à Bylan Grippo, âgé de neuf ans, qui a terminé cinquième en Bronze. C'est toujours chouette de voir du nouveau talent s'insérer dans les rangs. Ton père est une grande inspiration, Bylan. Bonne chance quant à ton avenir de concurrent, Bylan.

Ma prochaine course était le dimanche 3 décembre : une course Electric Formula 1 (EF1) au terrain de Mesa. Une fois de plus,



On the left, Roy Andrassy with his Rickey Rat EF1 airplane (1st place for the day); on the right is Tony Lopez with his Shark EF1 aircraft (Grand Champion for the entire Mesa EF1 2023 series). / À gauche, Roy Andrassy et son Rickey Rat EF1 (première position en fin de journée); à droite, Tony Lopez et son Shark EF1 (Grand champion de la série EF1 à Mesa en 2023).



Gerald Meux standing left, Tony Lopez standing right, Roy Andrassy holding a silver Warbird kneeling) / Gerald Meux (à g.), Tony Lopez (à dr.) et Roy Andrassy (agenouillé) avec un coucou de guerre argenté.

je suis parti tôt (6 heures) afin d'entamer le trajet d'une heure. J'ai eu le temps de disposer mon équipement dans l'aire des puits et d'inscrire un vol de pratique avant le début du concours, à 8 h 30. Je pilotais mon Rickey Rat EF1 flambant neuf que m'avait construit l'Ontarien Cory Paine. (Beau travail, Corey, merci!) Quelque 12 pilotes étaient de la partie au cours de cinq rondes. La météo était excellente : ciel bleu et presque pas de vent. Une fois la

poussière retombée, le grand Rickey Rat était imbattu : cinq victoires en autant de rondes... ça valait 20 points. La deuxième place est allée à Scott Compton (16 points) tandis que Jim Allen a ravi la troisième place (aussi 16 points). Jim Allen et Darwin Barrie ont vécu une collision aérienne lors du premier virage en toute dernière ronde de concours. Ces gars-là étaient des coéquipiers, ce qui rend cet accident encore

*suite à la page 68*

## R/C PYLON

### Roy Andrassy - 10064-L CD

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### PYLON MODELS

Hello, race fans. I hope everyone had a wonderful holiday season. Best wishes for a healthy and happy 2024! Fly lots because that keeps you young!

In early November 2023, I headed to my winter home in Phoenix, Arizona. I arrived in Phoenix late on November 7th, just in time to clean house, unload my van and trailer, prepare for the first warbird race in Tucson, which was going to happen on the Saturday November 11th, just a few days away. There is nothing like a bit of time pressure to get your racing adrenaline flowing! I managed to get my warbirds assembled and charged for the Tucson race but I did not have time to test fly and trim any of my old warbirds. My new Silver class composite Vendetta (from Harold Sattler) was completed but not test flown so I decided not to race this bird in Tucson.

I left my home in Peoria at 5:00 a.m. on November 11th for a brisk/quick drive to the flying field in Tucson for an arrival around 7:20 a.m. (no police interference for the rapid pace on the Phoenix roadways... love to see those tax paying \$ going towards fast interstate highways). Great competition and flying ensued. I ended up placing first in Gold thanks to my longtime caller, Tony Lopez. First place in Silver went to Gerald Meux and the top placing in Bronze went to Bill Blake. Congrats to all the competitors. I wish to send out a special congratulations to nine-year old Bylan Grippo who managed to pull off a 5th place in Bronze. It's always nice to see new young talent making their way through the ranks of racing. Your father is a great inspiration, Bylan. Best of luck with your future racing endeavours, Bylan.

My next race was on Sunday, December 3rd and that was an EF1 race at the Mesa field. Another early morning departure from the house (6:00 a.m.) plus one hour of fast-paced driving will get you to the Mesa field at 7:00 a.m. to set up your pit area and put in a practice flight or two before the competition starts around 8:30 a.m. I was flying my brand new Rickey Rat EF1 built by Cory Paine, from Ontario. Excellent job of construction Cory, thanks very much. We had 12 pilots competing during the five rounds of heats. The weather was excellent. Blue skies and almost zero wind. After the dust of fierce competition settled, the mighty Rickey Rat was undefeated: five wins in five rounds, 20 points! Second place went to Scott Compton (16 points) and third place went to Jim Allen (also 16 points). Jim Allen and Darwin Barrie had a mid-air on the first turn during their last round of competition. These boys were teammates so that makes it even harder to digest.



To the left, Roy's Silver Vendetta; on the right is Roy's Gold Vendetta. Both are produced by Harold Sattler. Great flying birds. They fly like big Q40 models and are incredibly strong. / À gauche, le Vendetta (Silver) de Roy; à droite, son Vendetta (Gold). Les deux maquettes sont produites par Harold Sattler. Elles volent très bien... comme de gros avions Q40... et sont très robustes!



Roy's busy pit area at the beautiful Mesa field. Watch out for rattle snakes in the bushes and trees! / L'aire des puits encombrée de Roy, au magnifique terrain de Mesa. Surveillez les serpents à sonnette dans les buissons et dans les arbres!

That's what happens when you try to keep up with the mighty Rickey Rat around pylon #1! Roy won first place for the days competition and Tony Lopez won the 2023 Grand Championship with the most accumulated points over all eight races for the year. Congratulations to all the winners. Tony Lopez was flying his Shark EF1 plane for most of the year.

### WIND CREATES HAVOC

The next race was a two-day warbird race at the Phoenix Speedworld site on the December 9th and

10th weekend. Now, I had both of my composite Sattler Vendettas ready to fly (one for silver and one for gold). The race was well attended by many pilots but the racing Gods did not give us good weather for the Saturday. Around 11:30 a.m., a very strong crosswind hit the Speedworld Field and several pilots decided not to continue flying, me included. I only got two rounds of racing in on the Saturday so that was not enough to win, place, or show!

On Sunday, I had a take-off crash on my new Silver

*continued on page 68*

# VOLTIGE DE COPIES VOLANTES RC



*Pilots at the North Central Finals in Temperance, Michigan. / Quelques-uns des pilotes aux épreuves North Central Finals de Temperance (Michigan).*

## Frank Klenk - 32001

Chef de Comité

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### Voltige de copies volantes

Maintenant que l'hiver est arrivé, nous nous tournons vers la saison de vol 2024. Nous avons bon espoir de saluer le retour des exemptions d'altitude qui nous permettraient de présenter à nouveau nos concours canadiens, cette année. Je sais pertinemment que plusieurs d'entre nous avons bien hâte d'y aller « pleins gaz » une fois que nous obtiendrons le feu vert. Nous nous ennuyons de nos amis pilotes et nous espérons connaître une saison sensationnelle.

Les séquences du Comité de voltige sont sorties tôt pour cette année et sont disponibles pour téléchargement dans les onglets de dossiers au site Web de l'IMAC. Je les afficherai aussi au site Web du MAAC sous l'onglet de notre Comité. Il est temps de sortir les mini-figurines d'avion et de pratiquer les routines.

Je mentionne que le concours d'Ocala (Floride) est un choix populaire auprès de nous, les Canadiens. J'ai lu sur la page

Facebook de l'IMAC (du Sud-ouest) que la rumeur d'annulation qui circulait est fausse. Ce concours pourrait encore avoir lieu. Il se déroule au début du mois de mars et ce serait parfait pour quiconque veut profiter d'une pause du printemps. Lorsque Ivan Kristensen l'organisait, les Canadiens s'y rendaient. Il n'y a rien de formel pour l'instant, mais si j'étais vous, je vérifierais régulièrement les mises à jour au site IMAC avant de finaliser vos plans de voyage.

### UN GESTE BIEN CANADIEN

La mission de l'IMAC, c'est d'améliorer votre pilotage mais il s'agit aussi d'aider vos collègues à améliorer le leur. Lors de la pratique du vendredi aux North Central Finals de Temperance (Michigan) en octobre dernier, l'un de nos chers amis de cet état, Joe Hamp, a vécu un atterrissage plutôt brutal qui a anéanti le train de son avion. Nico Mcintosh, de Sault-Sainte-Marie, s'est interposé et a reconstruit la structure du train d'atterrissage et a réparé le recouvrement des ailes.

Ainsi, Joe a été en mesure de procéder à un vol de pratique avant que ne se couche le soleil, le vendredi. Il a ensuite ravi la

première place en catégorie Basic au cours de la fin de semaine. Cela ne serait jamais arrivé sans l'aide de Nico. Joe a déclaré qu'il était très reconnaissant envers Équipe Canada. Bravo, Nico!

En novembre 2023, trois de nos concurrents IMAC endurcis se sont rendus aux Southeast Regional Finals, disputées à Andersonville (Géorgie). Dan Reichert, Glen Lundrigan et Bruce Wrench se sont rendus au terrain Mac-Hodges en prévision du concours disputé sur trois jours. Malheureusement, la météo n'a pas coopéré. Notre trio a réussi quelques envolées le vendredi; toutefois, le plafond bas et la pluie ont empêché quelque envolée que ce soit, le samedi et le dimanche. Qu'importe, nos concurrents se sont tout de même amusés en compagnie de leurs amis du Sud.

Il est grand temps de procéder à l'entretien hivernal et de vérifier soigneusement nos maquettes, de sorte à ce qu'elles soient prêtes, ce printemps.

Gardez vos ailes parallèles à l'horizon et au plaisir de vous voir à l'aire des puits. ✨

## R/C SCALE AEROBATICS



Dan, Bruce, Glen at the South East Finals Andersonville, Georgia. / Dan, Bruce et Glen lors des épreuves South East Finals d'Anderson (Georgie).

### Frank Klenk - 32001

Committee Chair

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With the winter season upon us, we turn our attention to our 2024 flying season. We are hopeful for the return to altitude waivers to allow us to hold our Canadian contests, this year. I know that many of us are ready to hit the throttle once we get clearance. We miss seeing our fellow pilots and are hopeful for better things for this season.

The Scale Aerobatic sequences for 2024 came out early and are available for download under the files tab of the IMAC website. I will also post them on the MAAC website under our Committee tab as well. Time to get out the stick planes and start practicing and learning the routines for next year.

I'll mention the Ocala Florida contest as it is a popular choice for us Canadians. I am

reading on the IMAC Southeast Facebook page that the cancellation rumour is unsubstantiated. The Ocala contest may still happen. It is an early March contest, so this works out to be the perfect spring break for many. When Ivan Kristensen was organizing, it was well attended by Canadians. Nothing definitive so far but I would check the IMAC site regularly for updates for your travel plans.

### ALL-CANADIAN GESTURE

IMAC is all about improving your flying, but it is also about helping fellow pilots improve theirs. At the Friday practice session for the North Central Finals in Temperance, Michigan in October, one of our great Michigan friends, Joe Hamp, had a rough landing and took his gear off. Nico McIntosh from Sault Sainte-Marie jumped in and rebuilt Joe's landing gear structure and repaired his covering. This allowed Joe to get another practice flight in before sundown on the Friday.

Joe went on to win the Basic class on the weekend. Never would have happened without the tremendous assistance of Nico to rebuild the plane and get the landing gear back on. Joe said that he was extremely grateful for the help from Team Canada. Well done Nico!

In November, three of our die-hard IMAC competitors made the long trek to Andersonville, Georgia for the Southeast Regional Finals. Dan Reichert, Glen Lundrigan and Bruce Wrench headed down to the Mac Hodges field for the three-day contest. Unfortunately, mother nature did not cooperate. They managed to fly on Friday; however, low ceilings and rain prevented any flying on Saturday and Sunday. Regardless, our competitors had a good time with their southern counterparts.

Time to do your winter maintenance and check that our aircraft are ready to go for the spring.

Keep yer wings level and see you in the pits. ✈

plus dur à digérer. C'est ce qui arrive lorsque vous tentez de tenir tête au Rickey Rat en contournant le pylône ! Roy s'est emparé de la première place pour la journée tandis que Tony Lopez a remporté le Grand championnat en raison des points qu'il avait accumulés au cours des huit courses de l'année. Félicitations à tous les gagnants. Tony Lopez pilotait son Shark EFi pendant la majeure partie de cette année.

### LE VENT S'EN MÊLE

La prochaine course était une compétition répartie sur deux jours au terrain de Phoenix Speedworld, pendant la fin de semaine des 9 et 10 décembre. J'avais en main mes deux Vendettas en composite (l'un pour la catégorie Silver, l'autre pour Gold). La participation était bonne mais les Dieux de la course ne nous ont pas offert de la bonne météo, le samedi. Vers 11 h 30, un vent traversier très fort a frappé les lieux et plusieurs pilotes ont décidé de ne pas faire voler leur appareil, y compris moi-même. Je n'ai inscrit que deux rondes, ce samedi-là, et ce n'était pas suffisant pour gagner, pour se classer, ni même pour afficher quoi que ce soit!

Le dimanche, mon nouveau Vendetta (pour catégorie Silver) s'est écrasé au décollage. L'avion s'est incliné vers la gauche et a heurté le sol peu après le décollage. Toutes les gouvernes réagissaient pourtant au sol. Hum,... c'était la deuxième fois que ça s'était produit avec cette maquette... (suivez les détails à 23 h!). Une fois la fin de semaine derrière nous, le Californien Gerald Meux avait accompli un tour du chapeau en remportant les trois catégories (Bronze, Silver, Gold)! Félicitations, Gerald. Il a aussi remporté le prix du championnat SWRA 2023 pour son pointage accumulé en ces mêmes trois catégories. Bravo, Gerald! Toutes nos félicitations pour cet accomplissement. Offrez une soirée – ou plusieurs! -- au restaurant à votre femme. Vous êtes un gentleman et un homme érudit!

Eh bien, c'est tout pour cette édition de la course, format Stampede! D'après mes calculs, il y aura neuf concours et j'espère m'y rendre entre les mois de janvier et la fin avril 2024. Cela comprendra cinq déplacements en Californie, deux à Mesa, l'un à Tucson et l'autre à Speedworld. Ce sera un moment approprié pour effectuer la vidange d'huile de ma Honda Odyssey! Il faut bien continuer de rouler...

Je vous souhaite toutes sortes de belles choses en 2024. Félicitations au nouveau président de la NMPRA, Doug Killebrew (de Los Angeles, Californie). C'est un rude travail mais je suis persuadé que vous y parviendrez. Doug Houston et moi avons l'intention de nous rendre à la course classique de Q40 (répartie sur deux jours) au bassin Sepulveda, début mars. Ce sera une bien belle compétition. Quantité de pilotes en provenance de plusieurs endroits s'y donnent rendez-vous. ✈

Vendetta. The plane just dipped to the left and hit the ground shortly after taking off. All the controls responded well on the ground. Hmmm.....that was the second time now that this had happened with this plane?.....(more news at 11:00!). After the weekend was completed, Gerald Meux from California won first place in Bronze, Silver, and Gold! Congratulations, Gerald. Gerald also won the top prize in the SWRA 2023 points championship in all three categories as well (Bronze, Silver and Gold). Way to go, Gerald. A huge congratulations goes out to you for this great achievement. A lot of work, preparation, and skill goes into such an accomplishment for sure. Take your wife out for several meals for sure, Gerald! You are a gentleman and a scholar!

Well, that's it for this edition of "Stampede Racing"! According to my calculations, there are nine competitions I hope to try to attend between January 2024 and the end of April 2024. That will include five trips to California, two to Mesa, one at Tucson, and one at Speedworld. Time to change the oil in the Mighty Honda Odyssey! Keep those wheels a- turning...

All the best for 2024. Congratulations to the new President of the NMPRA, Doug Killebrew from Los Angeles, California. It's a tough job but I am sure you will be great at it. Doug Houston and I plan on attending the two-day Q40 classic race at the Sepulveda Basin in early March. It will be a great competition for sure. Lots of people will be flying in from many destinations. ✈



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**FOR SALE:** Wood, planes, and miscellaneous parts on clearance, call for more information. **Proctor 87" Curtiss Jenny** Kit \$325. **1/3 Scale Tiger Moth** Garry Allen short kit and plans. \$400. **Hostetler 77" Bucker Jungmeister** full wood kit with cowl. \$750 obo **Hostetler 112" Taylorcraft** short kit with cowl. \$450 obo. Bill Pottage 604-859-5943 (Abbotsford) (06/21)

**FOR SALE:** Align Trex 600 EFL PRO Super Combo flybarless helicopter with Spectrum DX7S Transmitter. Assembled and the initial setup dome but never flown. New cost: \$1800. Make a reasonable offer. photo avail. DGI Spark Drone with 3 batteries and transmitter; extra props in custom case. Original cost \$1000. Flown very little. Make a reasonable offer. 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. 40 Size T-Craft (kit) with OS 46 - 2 St engine: \$200. or best offer. photo avail. 40 size Decathlon with OS 55 two stroke engine and Futaba 6117 2.4 Ghz receiver and Futaba and Hitec servos. . Asking \$300. Location: Steinbach; MB Ph 1-204-346-4139 e-mail: edvoth@gmail.com



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for more information contact:

Keith Morison  
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# COMING EVENTS

## ALBERTA - A

**MAY 21, 2024 - TUESDAY** | Fun Fly | 6 Days | Spring 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 maintained campground, sites are \$20/night. (Subject to change by campground management) Event is free to MOFFA members, there is \$25 fee for non-members. Excellent beach and lake to fly your favorite float planes from. | 2024-03 |

**JUNE 28, 2024 - FRIDAY** | Fun Fly | 4 Days | ALA45 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | Come join in the "Celebration of the Air Race/Air Tour" for our 45 event! All types of aircraft welcome for flying & fellowship. Field located near Bawlf, AB. No Concession/BQ's Available. Dry camping & aircraft storage/charging available on site. Contact Reg @ 780-679-7342 Email:blackwellreg@gmail.com | 2024-1098 | <http://www.Facebook.com/AlbertasLittlestAirport/> |

**JULY 11, 2024 - THURSDAY** | Fun Fly | 4 Days | Tofield Jet Fun Fly | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | TOFIELD AIRPORT | Welcome to our annual Tofield Jet fun July 11 -14. Flying site is at the Tofield airport, all turbine/edf powered aircraft welcome. Dry camping (\$20per night) is available at the airport any time after 4:00pm on July 10th. Test flying for new or recently modified aircraft allowed on July 11th. See you there. | 2024-1118 |

**AUGUST 17, 2024 - SATURDAY** | Fun Fly | 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 of aircraft welcome. Dry camping & aircraft storage/charging available. No Concession. BQ's available & all the Corn you can eat! Contact Reg @ 780-679-7342 Email:blackwellreg@gmail.com | 2024-1099 | <http://www.Facebook.com/AlbertasLittlestAirport/> |

**SEPTEMBER 10, 2024 - TUESDAY** | Fun Fly | 6 Days | Fall Fun Fly | MOSTLY OLD FLOAT FLYERS ASSOCIATION | CLEAR

LAKE PARK | Come join MOFFA members at our Fall float fly. We fly at Clear lake North West of Barrhead. There is a well maintained campground, sites are \$20/night.(Subject to change by camp ground management) Event is free to MOFFA members, there is \$25 fee for non-members. Excellent beach and lake to fly your favorite float planes from | 2024-06 |

**SEPTEMBER 21, 2024 - SATURDAY** | Fun Fly | 2 Days | FALL WINDUP | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | CMA invite you to the "Fall Windup" our field near Bawlf, AB. Dry camping, aircraft storage/charging available on site. No Concession. | 2024-1100 | <http://www.Facebook.com/AlbertasLittlestAirport/> |

## ATLANTIC - B

NO LISTINGS

## BRITISH COLUMBIA - C

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**MAY 24, 2024 - FRIDAY** | Fun Fly | 3 Days | Kamloops Model Airplane Society Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | TOLKO AIRFIELD | To Follow at a later date | 2024-04 | <http://www.kmasrc.ca/> |

**JUNE 06, 2024 - THURSDAY** | Fun Fly | 4 Days | PGAM June Fun Fly | PRINCE GEORGE AEROMODELERS | GIESBRECHT FIELD | PGAM June Fun Fly, June 6-9. BBQ there for use, plan to do burgers and dogs maybe more Saturday. Dry camping on site, 12 volt charging station. Large trailer? Call for advice on best access. | 2024-1101 | <http://www.pgam.club> |

**AUGUST 30, 2024 - FRIDAY** | Fun Fly | 4 Days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | FIELD - 4400 L & A CROSS RD VERNON BC | August 30 - Friday Fun Fly 4 days Larry Christensen Memorial Fun Fly VERNON R/C AEROMODELLERS FIELD 4400 L & A CROSS RD VERNON BC The 29th Annual Larry Christensen Memorial Fun Fly will be held at the VRCAS field just north of Swan Lake in Vernon BC. Commencing at 9am Friday August 30th until Labour Day Monday afternoon. No landing fee, free parking/dry camping available for RV's beginning Tuesday afternoon August 27th. (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). <http://vrcas.org> | 2024-05 | <http://vrcas.org> |

## MANITOBA - D

NO LISTINGS

## MIDDLE - E

**JANUARY 27, 2024 - SATURDAY** | Swap Shop | 1 Day | KW Flying Dutchmen Swap Meet 2024 | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Faith Lutheran Church | The KWFD will once again be holding their Annual Swap Meet on Saturday January 27, 2024 We will be hosting the event at a new location this year: Faith Lutheran Church 247 Westmount Rd E, Kitchener, ON N2M 4Z2 [https://faithlutherankw.com/wordpress/?page\\_id=228](https://faithlutherankw.com/wordpress/?page_id=228) 9:00am - 10:00 am Vendor Setup 10:00am - 2:00 pm General Public Admission: \$5.00 per person and Kids under 12 Free Reserve Tables in Advance \$10.00 per table. For reservations, submit email to: [akotzambasis@gmail.com](mailto:akotzambasis@gmail.com) | 2024-830 | <http://new.kwfllyingdutchmen.com/>

**JULY 13, 2024 - SATURDAY** | Fun Fly | 1 Day | Warbirds Over Marshville | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | Enjoy an exciting day at Marshville Airpark during our first Warbirds Over Marshville event. All types of military aircraft, scale or otherwise, from biplanes to EDF jets (sorry no turbines) are welcome. Bring your lunch and chairs. | 2024-1123 | <http://www.rosecitymodelflyers.com> |

**AUGUST 17, 2024 - SATURDAY** | Fun Fly | 1 Day | RCMF Vintage Fly In | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | The Rose City Model Flyer's will be hosting their Annual "Vintage Fly-In" on Saturday, August 17th and a rain date of August 18th. This event is unique to RC Fun Flies where we showcase models of aircraft (scale or sport scale) that flew between 1903 and 1939. However, all types of aircraft welcome to fly after 3pm. Please bring your own food and drink. All pilots must be MAAC / AMA members. Bring the lawn chair and enjoy the history of aviation. | 2024-1124 | <http://www.rosecitymodelflyers.com> |

**SEPTEMBER 07, 2024 - SATURDAY** | Fun Fly | 1 Day | Corn Cub Day at Marshville | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | Bring your Piper Cubs (or anything Piper) or yellow or anything that flies and enjoy some fresh Sweet Corn and salad for lunch. Bring your own drinks and chairs. Always a good day at Marshville. | 2024-1125 | <http://www.rosecitymodelflyers.com> |

## NORTHERN ONTARIO - F

**JULY 27, 2024 - SATURDAY** | Competition | 2 Days | NOIC 2024 | 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 fun, and 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. | 2024-1093 | <https://smac1964.wixsite.com/smac-website> |

**JULY 27, 2024 - SATURDAY** | Fun Fly | 1 Day | Annual Fun Fly | TEMISKAMING & REGION MINIATURE AIRCRAFT CLUB | DAVE MCINALL MEMORIAL FIELD - TARMAC | The Timiskaming and Region Model Aircraft Club Will be holding a Fun Fly Event at the Dave McInall Memorial Field 284124 Elliot Rd. Ingram Township (near Tomstown Ontario) on Saturday July 27. Open to all MAAC members with club

affiliations. Come and enjoy some flying with friends. | 2024-02 | [http://tarmac\\_2.tripod.com](http://tarmac_2.tripod.com) |

**AUGUST 10, 2024 - SATURDAY** | Air Show/Demo | 1 Day | 2024 Northern Ontario Zone & NIPMAC 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. Night Flying option available. Raffle tickets and Pilot prices (all pilot wins something). Rain day is Sunday, August 11th, 2024. Fee: \$15- Pilot + Lunch (\$5 for additional lunch only) | 2024-1094 | <http://www.nipmac.ca> |

## OTTAWA VALLEY - G

**FEBRUARY 24, 2024 - SATURDAY** | Auction | 1 Day | Kingston annual auction | KINGSTON R/C MODELLERS | 200 Hampton Gray Gate, Kingston, Ont. | The Kingston Radio Control Modellers present our annual RC auction. Saturday Feb, 24, 2024. Doors open at 8:00 am drop-off and registration from 8:00 am to 9:30 am. Auction starts at 10:00 am with a break at 12:30 pm to 1:15 pm for lunch and early check-out. Please bring a lunch, refreshments are available. Auction is located at the Kingston airport beside the yellow Harvard on a pedestal, 200 Hampton Gray Gate, Kingston Ont. K7M 45M1. There will be a 10% charge on all items sold. For more information please contact Walter Ernstberger at 613 354 2535 | 2024-831 | <http://www.krcm.org>

**MARCH 09, 2024 - SATURDAY** | Fun Fly | 1 Day | Winter Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetsons Annual Winter Fun Fly: MAAC required. Come have fun in the snow with your friends! Skis recommended. All types of aircraft welcome. Warming shelter, warm drinks and yummy treats will be available. \$5 Hot Chili lunch! Let's enjoy being able to fly again! | 2024-829 | <http://www.stetsonflyers.com> |

**MAY 11, 2024 - SATURDAY** | Fun Fly | 1 Day | Spring Open House | BROCKVILLE MODEL AERO CLUB | 1 MELBOURNE LANE | The Brockville Club would like to invite you to our annual Spring Open House on Saturday May 11, 2024. The event is open to pilots from other clubs and all visitors. We will have a BBQ lunch available to purchase. Bring a friend or make some new ones. it's sure to be a good time. | 2024-1103 | <http://www.bmaclub.ca> |

**JUNE 08, 2024 - SATURDAY** | Fun Fly | 1 Day | Ed Rae Memorial Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | June 8 one day event with rain date of June 9. You are welcome to stay over Saturday and fly with us again Sunday. Be sure to put the Ed Rae Memorial Fun Fly on your calendar. We will honour those members who have passed in a short ceremony and welcome a new flying season. This very popular spring event is a great opportunity to show off you latest creations and meet everyone again! All types of aircraft are welcome. Bring the family. It's a wonderful social event! The really excellent Stetson Canteen will be open for a delicious lunch on the event day. MAAC membership required. Basic camping allowed. (no hook ups) | 2024-452 | <http://www.stetsonflyers.com> |

**JUNE 22, 2024 - SATURDAY** | Fun Fly | 1 Day | ORCC FunFly | OTTAWA R/C CLUB | ORCC - OTTAWA REMOTE CONTROL CLUB | Bring out your favourite models for a great day of flying and camaraderie. We've got an excellent runway and nice facilities for you to experience. Lunch and beverages will be available. The Pilots' Brief will take place at 9:00 AM. Current MAAC membership will be required. Details on parking will be provided the week prior to the event. | 2024-1105 | <https://ottawarcflyingclub.ca/> |

**JULY 06, 2024 - SATURDAY** | Fun Fly | 1 Day | Annual EDF Jet Rally | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | It's time to dust off your EDF jets and come out and join us on July 6, 2024 at the KRCM field located at 1035 Fred Brown Rd, Odessa for a GREAT DAY OF HIGH SPEED ACTION. We are going to fill the sky with EDF jets screaming past. A paid canteen will be provided. There is plenty of parking and if you wish to make a weekend out of it, there is also camping and trailer parking available (No hook-ups). We will

be holding a 50/50 draw on Saturday during the lunch break. (NOTE : Sorry only EDF powered jets allowed, NO turbines.) Hope to see you all here on July 6, 2024. Current MAAC membership must be presented at registration which is free. | 2024-1106 | <http://www.krcm.org> |

**AUGUST 03, 2024 - SATURDAY** | Fun Fly | 2 Days | Upper Canada Zone G Fun Fly | BROCKVILLE MODEL AERO CLUB | 1 MELBOURNE LANE | Come join the fun, Saturday Aug 3rd, 2024. 9AM start. Fun Fly & Swap Meet. Lunch available. Pot lunch dinner for those who wish to attend. Open air swap meet, bring what you want to sell or trade. Camping is available and the field will be available for casual flying on Sunday. No lunch Sunday. Weather and fire ban permitting, there will be night flying and a campfire Saturday evening to discuss the days events. Hope to see you there. | 2024-1108 | <http://www.bmaclub.ca> |

**AUGUST 10, 2024 - SATURDAY** | Competition | 2 Days | Stetsons IMAC Weekend | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | Stetson IMAC Weekend! Come participate, assist, and spectate at the IMAC Precision Scale Aerobatics event this year. See and be a part of some of the very best precision flying you will ever encounter, as IMAC pilots from across Ontario and Quebec fly their very best and compete for honors in all five classes! FREE basic camping, a great Stetson Field to fly from, the Stetson Lunch Canteen and our always warm Stetson Hospitality to welcome you to Ottawa. Only \$10 for BASIC class. \$35 for other classes to IMAC members. \$50 to non-IMAC members, so please join! Fly any prop-driven aircraft in Basic and just have fun! Lots of help available! Full IMAC event for all classes, plus a Sunday Freestyle if time and interest allows. Saturday Evening Pilots and Crew Dinner to be scheduled. Friday is practice day. Please share the skies. SEE

YOU THERE! | 2024-823 | <http://www.stetsonflyers.com> |

**AUGUST 24, 2024 - SATURDAY** | Fun Fly | 1 Day | Stetsons Giant Scale Fun Fly | STETSON FLYERS | FIELD - 5800 FRONTIER RD. OTTAWA | ANNUAL Giant Scale Fun Fly! : Please join us for a BIG weekend of Giant Scale fun for ALL types of big birds! Saturday is the official day, with a rain date of Sunday if needed. You are welcome to stay over and fly with us on Sunday. MAAC is required. Flight line opens after gam Pilots Meeting. Stetson Canteen will be available for lunch on the event day. Basic Camping is free on site (no hookups). | 2024-233 | <http://www.stetsonflyers.com> |

**SEPTEMBER 14, 2024 - SATURDAY** | Fun Fly | 1 Day | KRCM Warbirds Gathering | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | KRCM Warbirds Gathering, 14 Sept 2024. For all scale or sport scale representation of planes that were used by the military for training or operations from WW1 to present day. | 2024-1109 | <http://www.krcm.org> |

**SEPTEMBER 14, 2024 - SATURDAY** | Fun Fly | 1 Day | ORCC Fall FunFly | OTTAWA R/C CLUB | ORCC - OTTAWA REMOTE CONTROL CLUB | Join us for our annual Fall FunFly. We've had good turnouts, great weather, good food and plenty of flying at these events. Come out and join in the fun. Lunch and beverages will be available. The Pilots' Brief will take place at 9:30AM. A current MAAC membership is required to fly. We'll provide parking details ahead of the event. | 2024-1110 | <https://ottawarcflyingclub.ca/> |

**SEPTEMBER 28, 2024 - SATURDAY** | Fun Fly | 1 Day | Fall Fun Fly | BROCKVILLE MODEL AERO CLUB | 1 MELBOURNE LANE | The Brockville Club would like to invite you to our annual Fall Fun Fly on Saturday Sep 28, 2024. The event is open to pilots from other clubs and all visitors. We

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will have a BBQ lunch available to purchase. Fun events are planned around lunchtime. Pot luck dinner for those who wish to attend. Campfire and camping Saturday night, weather permitting. Night Flying. Bring a friend or make some new ones. It's sure to be a good time. | 2024-1112 | <http://www.bmaclub.ca> |

**OCTOBER 05, 2024 - SATURDAY** | Fun Fly | 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! | 2024-1089 | <http://www.stetsonflyers.com> |

### BC COASTAL - H

**MAY 26, 2024 - SUNDAY** | Fun Fly | 1 Day | SPRING FLY-IN 2024 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2024 SPRING FLY-IN, Sunday May 26, 2024 Open to all currently registered MAAC pilots of all electric aircraft. All pilots MUST have Transport Canada Registration, have their RPAS certificate with them and all planes MUST be registered with Transport Canada and have their registration number visible on the aircraft. The minimum age to fly on your own is 14 years old and you MUST have a valid RPAS certificate with you. Admission for this fun event will be \$5.00 which includes a raffle ticket for some great prizes! (additional tickets can be purchased throughout the event). Overall field hours are 13:00hrs to 21:00hrs, this is a change from last years event as the field is being used prior to our event. Registration will open at 1:30pm, pilots briefing to follow at 2:00pm. This will be an open fun fly event for everyone to show off their dusty planes and great flying skills! We might also run our Fox and Hound event, a favorite of all our pilots and spectators! THERE IS ABSOLUTELY NO MAIDEN FLIGHTS AT THIS EVENT!! Pizza will be offered at \$2.00 a slice or 3 slices for \$5.00, water and pop is also available for all registered pilots, and feel free to bring your own lunch and snacks if you wish. Our raffle draw will now take place a little later in our event due to the new time that we are allotted so we will play it by ear but not have it too late. So dust off all your planes from last year and join us for a fun day of RC flying with friends and family! Please monitor this forum

thread, 2024 SPRING FLY IN, for additional updates at, [www.hoods-up.net](http://www.hoods-up.net). Thank you and see you all at the field!! | 2024-1095 | <http://www.hoods-up.net> |

**JULY 14, 2024 - SUNDAY** | Fun Fly | 1 Day | FUN SCALE FLY-IN 2024 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2024 FUN SCALE FLY-IN Sunday July 14, 2024. Open to all currently registered MAAC pilots of all electric aircraft. All pilots MUST be registered with Transport Canada, have their RPAS certificates with them and all planes MUST also be registered with Transport Canada and have a registration number visible on the plane itself. The minimum age to fly on your own is 14 years old and you MUST have a valid RPAS certificate with you. Admission will be \$5.00 which also includes a raffle ticket for some great prizes! (additional tickets can be purchased throughout our event). Overall field hours are from 13:00hrs to 21:00hrs. Registration will begin at 1:30pm and pilots briefing to follow at 2:00pm. THERE IS NO MAIDEN FLIGHTS AT THIS EVENT!! There will be 2 judging events at this fly-in: the first one will be limited to either scratch built or kit built planes made from balsa/plywood, and the second judging event will be for all your ARF, RTF and FOAM airplanes! Fun scale judging for both categories will include static and in flight, as close to how the full size plane flies. The participants of the fly-in will judge all aircraft by using anonymous ballots. There will be an overall winner for First Place in the scratch/kit built category. Pizza will be offered for all registered pilots at \$2.00 per slice or 3 slices for \$5.00, also water and pop will be on hand as well. If you wish you can bring your own food and drinks. So bring out your scale winter projects or dust off the ones you have hanging around the house, annoying your wife, and show off your building talents and flying capabilities to other pilots and spectators! Remember, NO MAIDENS!! This is a fun event for all pilots, families, friends and all those who are interested in RC Scale planes! Please monitor this thread, 2024 FUN SCALE FLY-IN for additional information at: [www.hoods-up.net](http://www.hoods-up.net). Thank you and hope to see you all there! | 2024-1096 | <http://www.hoods-up.net> |

**AUGUST 18, 2024 - SUNDAY** | Fun Fly | 1 Day | JACQUES HEYRMAN MEMORIAL FLY-IN 2024 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | 2024 JACQUES HEYRMAN MEMORIAL FLY-IN Sunday August 18, 2024. Open to all currently registered MAAC pilots of all electric aircraft. All pilots MUST be registered with Transport Canada and have

their RPAS certificates with them, also all planes MUST be registered with Transport Canada with their registration number clearly visible on the plane itself. The age of 14 years old is the minimum you must be to pilot an aircraft on your own and you MUST have a valid RPAS certificate with you as well. Admission will be \$5.00, which includes a raffle ticket for prizes on hand! (additional tickets can be purchased throughout the event). Overall field hours will be from 13:00hrs to 21:00hrs. Registration will begin at 1:30pm with a pilots briefing at 2:00pm. Pizza will be available for all registered pilots for \$2.00 per slice or 3 slices for \$5.00 with pop and water too. You are free to bring your own lunch and beverages if you wish. We will be holding 3-4 events at this fly-in with the ever popular Fox and Hound, an event everyone looks forward to! THERE WILL BE NO MAIDEN FLIGHTS AT THIS EVENT, NONE!! Our raffle draw will take place later in the afternoon as per the new event time. So come out and watch our pilots, some talented, some not, some who care about their planes and some who don't but all who want to have a good time with friends, families and put on a fun show for the spectators! Please monitor this thread: 2024 JACQUES HEYRMAN MEMORIAL FLY-IN for additional updates at: [www.hoods-up.net](http://www.hoods-up.net). Hope to see you all there and remember NO MAIDENS! Thank you | 2024-1097 | <http://www.hoods-up.net> |

### SASKATCHEAWN - K

**MARCH 02, 2024 - SATURDAY** | Display | 1 Day | The Spot RWF Display | REGINA WINDY FLYERS INC | Southland Mall "The Spot" | The Regina Windy Flyers will be having a Static Display at "The Spot" in the Southland Mall to bring awareness to the Club & the Hobby of Model Aviation | 2024-1114 | <http://www.reginawindyflyers.ca> |

### SOUTH EAST - L

**AUGUST 31, 2024 - SATURDAY** | Competition | 2 Days | Precision Aerobatics Contest | KESWICK MODEL CLUB INC. | FIELD -565 VARNEY RD KESWICK | KMAC and 905 Squadron clubs are proud to co-host this years Labour Day Precision Aerobatics Contest. August 31st & September 1st, 2024. MAAC Sanctioned event involving all Pattern Classes: Sportsman, Intermediate, Advanced, and F.A.I. Pre-registration by mail, phone or email to the C.D. \$30.00 with a letter of intent or \$40.00 on the day of the contest. Includes light lunch both days. Send no

money. Pay at the contest. Start time 0900 H Saturday. Registration 0800 to 0830 H Saturday. Contest Director, Max Perez. email: fly.amac@yahoo.ca Points will be awarded toward the S.E. Zone Championship. Dry Camping IS available at the field. No bonfires are permitted. | 2024-1113 |

## SOUTH WEST - M

**MAY 25, 2024 - SATURDAY** | Fun Fly | 1 Day | Annual Fun Fly | FOREST LAKESIDE FLYERS | CLUB FIELD 6047 PROOF LINE LAMBTON SHORES, ON | Saturday May 25, 2024- Forest Lakeside Flyers Annual Fun Fly at their Proof Line Road club field, west off Hwy #21, approx 4 Km north of Forest Ontario. Refreshments and hot dogs available, no events, no entry fee, great flying site. 450 ft x 450 ft grass field. 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 | 2024-39 | <http://www.forest-lakeside-flyers.com> |

**MAY 25, 2024 - SATURDAY** | Fun Fly | 2 Days | Zone M - Jet Fun Fly | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | Zone M - Jet Fun Fly Two day invitational jet event starting on Saturday May 25-26, 2024. Both EDF and turbine powered jets are welcome. Woodstock Radio Control Flying Club at their UPPER THAMES CONSERVATION AUTHORITY field located at: 745751 Township Road 4 Woodstock ON N4S7V9 Great flying site. 450 ft x 450 ft grass with clear approaches. Concession stand on site, hot dogs available, entry fee = \$20. Pilot Registration starts at 8:30am. Proof of current MAAC Membership is required. Flying from 9:00 am - 5:30 pm both days. Contact: MR Ulf B at (519) 532-2164 | 2024-1116 | <http://woodstockrc.ca/> |

**JULY 06, 2024 - SATURDAY** | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | CLUB FIELD 6047 PROOF LINE LAMBTON SHORES, ON | Saturday July 6, 2024- 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 | 2024-41 | <http://www.forest-lakeside-flyers.com> |

**JULY 13, 2024 - SATURDAY** | Fun Fly | 1 Day | CL Fun Fly | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | It's with great pleasure that I can announce that a date has been set for our first open CL Fun Fly at the

Woodstock RC Flying Club on July 13th rain date 14th. We are hoping to have two circles set up so hopefully there will be lots of good flying to be had. It won't be anything fancy, so bring what you like and have a good time. All flyers must be MAAC members, and follow MAAC rules. The field will be closed to RPAS flying for the day. Our field location can be found on the MAAC site. Address: 745751 Township Road 4, Woodstock ON, N4S7V9 | 2024-1117 | <http://woodstockrc.ca/> |

## QUEBEC - N

### NO LISTINGS

### ALBERTA (A) *suite de la page 11*

retrouve au sous-sol, en train de travailler sur mes projets qui prendront la voie des airs au cours de la prochaine saison. Je recouvre le sol de poussière de balsa et de retailles de recouvrement thermorétractable tout en songeant à cette dite saison... J'ai hâte de me rendre aux événements l'été prochain et de rencontrer plusieurs d'entre vous. La zone A est le théâtre de plusieurs merveilleux rassemblements en cours d'année... j'aimerais donc pouvoir me rendre à chacun d'entre eux.

Voilà, c'est tout pour l'instant. Au plaisir de reprendre l'échange lors du prochain numéro de la revue. Passez un bon hiver et tentez de vous garder au chaud! ✨

### BC Interior - Yukon (c) *from page 15*

time. Adding to the director's volunteer time, include all directors trying to read the documentation ahead of the meetings to be well prepared for the discussions.

All meetings involve reviewing and updating all pertinent documents, budgeting, three- to five-year forward planning, etc. and getting as many MAAC members back flying. It's been a long process but 2024 is looking great for MAAC members. All updates will be released by our MAAC President and the Board of Directors. We have a good and respectful working relationship with Nav and Transport Canada.

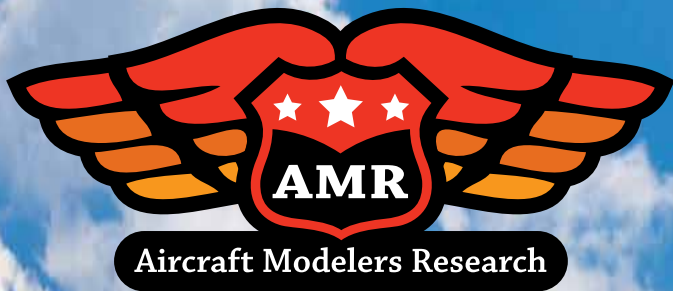
### ROCKET FUN

In late October at the Kamloops Model Airplane flying site, a couple of the instructors decided it was a good day for a day to launch model rockets. It was late in the season and the fire danger in the bush was very low. With no winds in the air, we set up a safe launching area and launched about six rockets. Every rocket was found intact and undamaged. Every rocket would be able to be relaunched for its next flight. I've included a few photos of this day of fun.

Every November 11th, KMAS holds a very respectful Remembrance Day service. I have included a few photos of the 2023 service.

I hope to see you on the flightline.





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