

Model Aviation

CANADA

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Alex Fawcett's Seagull Zero ARF. This ARF makeover came out awesome, with panel lines, ponce wheel rivets and paint. The landing gear was extended and 3D-printed wheels really complete the look.

Le Zéro d'Alex Fawcett. Il s'agit d'une maquette presque prête à voler du fabricant Seagull. Après une cure de jouvence, le produit final est convaincant avec des lignes simulées de panneau, des rivets de roue et la livrée (peinture). Le train d'atterrissage a été allongé et des roues imprimées en 3D ajoutent du panache.

CHRONIQUE DU PRÉSIDENT



Carl Layden - 44045

Président

president@maac.ca

Albert Einstein aurait déjà dit : « La définition de la folie, c'est de répéter sans cesse une action en espérant obtenir des résultats différents. » Qu'il ait proféré ces paroles ou non, l'important, c'est le message transmis. Ces derniers 18 mois, le MAAC a dû apprendre à faire les choses différemment puisque la plupart de nos activités est maintenant régie à l'échelle fédérale.

Aujourd'hui, j'ai eu le privilège de signer un protocole d'accord avec le RPAS Centre et Aim Robotics. Cette entente offrira l'occasion aux clubs du MAAC d'avoir accès à des examinateurs de vol du MAAC partout au pays. Il s'agit d'un programme optionnel à l'intention des clubs et des membres qui permettra à nos membres d'acquérir un certificat avancé, s'ils le veulent. Cette annotation avancée ouvre la porte à davantage de privilèges de vol comme du vol dans de l'espace aérien contrôlé (lorsque NAV Canada l'autorise). L'entente est aussi un accès au MAAC pour les pilotes de drones qui doivent faire évaluer leurs opérations de vol (flight review). C'est là une occasion de faire croître le nombre de nos membres. À ce que je sache, cet accord est le premier du genre pour le MAAC. Plus tard cette année, le RPAS Centre, Aim Robotics et des représentants du MAAC se rencontreront afin de faire le bilan des résultats. Au moment où vous lirez ces lignes, j'ai bon espoir que le programme sera opérationnel en certains clubs.

Cette entente, voilà une bonne raison de célébrer. Il y a eu plusieurs telles

réalisations au cours de la dernière année. Le Princeton Jet Club a été l'hôte d'un rassemblement appelé « Spring Warm-Up ». Cet évènement a été présenté dans l'espace aérien contrôlé de l'aéroport régional. Le Club en question, le Groupe consultatif sur la sécurité (SAG) et NAV Canada ont travaillé main dans la main afin d'atteindre cet objectif. Bien des heures ont été consacrées à concrétiser ce rêve. BEAU TRAVAIL, tout le monde!

Je viens aussi de signer le certificat d'opérations du CLUB CRASH, un emplacement de vol plutôt complexe parce qu'il se trouve dans une combinaison d'espace aérien à la fois contrôlé et restreint, tout juste au nord de Montréal. Ce certificat est l'aboutissement de centaines d'heures de travail de la part d'une grande équipe qui partage la passion de l'aéromodélisme. Tout cela n'aurait été possible sans la coopération et la rétroaction de Transports Canada, de NAV Canada, de Bell Textron, des membres du Club CRASH, du Groupe consultatif sur la sécurité (SAG), du Groupe consultatif de Transports Canada et surtout, la détermination des directeurs du MAAC Alain Carpentier et Randy Hepner. C'est une victoire sur quantité d'obstacles. Une fois de plus, BEAU TRAVAIL!

PLUS LOURD ET PLUS HAUT

Comme plusieurs d'entre vous l'avez remarqué, il se passe plus de temps que prévu avant qu'un évènement ou qu'un terrain de vol soit approuvé. C'est notre temps le plus occupé de l'année et le Comité travaille d'arrache-pied afin d'examiner tous les commentaires et renseignements reçus. Récemment, nous avons lancé un nouveau processus interne qui réduira le travail administratif du Groupe consultatif sur la sécurité (SAG).

Nous espérons que cela libérera davantage de temps afin de plancher sur les requêtes plus complexes et que cela nous aidera à terminer le travail requis afin de répondre aux conditions de notre Certificat d'opérations aériennes spécialisées (COAS). Lorsque Transports Canada effectue une mise à jour de notre COAS afin d'autoriser le vol à plus de 400 pieds (125 mètres) et de faire voler des maquettes pouvant peser jusqu'à 35 kg, on se bute toujours à des contraintes. En gros, Transports Canada autorise certaines activités « SI » nous déployons des précautions supplémentaires. Nous faisons du progrès afin de voler plus haut et « plus lourd ». C'est une démarche complexe étant donné que les terrains de vol diffèrent beaucoup, d'un océan à l'autre de notre pays. Nous poursuivons notre démarche d'accroître les privilèges de vol au Canada, à l'intention des membres du MAAC.

Plusieurs personnes m'ont demandé : et ensuite? D'un point de vue réglementaire, nous examinerons les occasions de pouvoir faire voler nos maquettes plus haut dans l'espace aérien contrôlé. De plus, nous travaillons à simplifier les processus d'approbation d'évènements et des terrains de vol. Nous devons encore répondre aux exigences fédérales et nous recherchons les occasions de faciliter le travail administratif (la paperasse) et nous créons des gabarits afin de faciliter la navigation de ces sujets. Les changements ne viendront pas du jour au lendemain mais nous avons fait un certain progrès et ça se poursuit.

J'espère que tout le monde passera un merveilleux été sous un ciel dégagé et des vents légers, sans l'ombre des incendies de forêt, d'inondations ou de sauterelles. D'ici la prochaine chronique, pilotez en toute sécurité et amusez-vous. ✨

PRESIDENT'S MESSAGE



Carl Layden - 44045

President

president@maac.ca

Albert Einstein is credited with saying: "The definition of insanity is doing the same thing over and over again but expecting different results". If he actually said it or not is less important than the message it sends. Over the past 18 months, MAAC has had to learn how to do things differently as most of our activities are now federally regulated.

Today, I had the privilege to sign a Memorandum of Understanding (MOU) with RPAS Centre and Aim Robotics. This agreement will give MAAC clubs the opportunity to have access to MAAC flight reviewers across the country. This is an optional program for clubs and members, enabling our membership to acquire an advanced certificate if they choose. An advanced certification does provide access to more flying privileges, such as flying in controlled airspace (when permitted by Nav Canada).

The agreement will also introduce drone pilots to MAAC who are looking for a flight review. This is an opportunity to grow our membership. To my knowledge, the MOU is the first of its kind for MAAC. Later this year, the RPAS Centre, Aim Robotics and MAAC representatives will meet to

discuss the results. By the time you read this, it's my hope that the program is up and operational for some clubs.

The MOU is cause for celebration. In the past year, there have been many accomplishments which we should celebrate. The Princeton Jet Club hosted a turbine jet rally "Spring Warm-Up". This event is hosted in controlled airspace at Princeton Regional Airport. This was accomplished by the club, SAG and NavCanada all working together to achieve the goal. It took many many hours of effort to accomplish, WELL DONE everyone!

I also just signed the SOC for CLUB CRASH, a very complex site that is in a mix of controlled and restricted airspace just north of Montréal. This SOC represents hundreds of hours of work by a huge team with a passion for model aviation. This would not have been possible without the cooperation and input of Transport Canada, Nav Canada, Bell Textron, Members of CRASH, SAG, TCAG and most importantly, the determination of MAAC Directors Alain Carpentier and Randy Hepner. This a huge win that overcame many obstacles, WELL DONE, BRAVO!

HEAVIER AND HIGHER

As many of you have noticed, the time it takes to get an event or flying field approved is longer than hoped. This is our busiest time of year, and the Committee

is working very hard to review all input. Recently, we have introduced a new internal process that will remove much of the administrative work away from the SAG. The hope is this will help free more time to work on complex requests and help us finish the work needed to meet the conditions of our SFOC. When Transport Canada updates our SFOC to allow us additional permissions like flying above 400 feet and up to 35 kg, there are always constraints. Basically, TC allows certain activities to occur "IF" we take additional precautions. We are making progress going higher and heavier. It is complex as sites vary significantly from coast to coast. We continue to increase our flying privileges in Canada for MAAC members.

Many have asked what's next? From a regulation point of view, we will look for opportunities like flying higher in control zones. Additionally, we are working on streamlining the processes around events and approving flying fields. We still need to meet the federal requirements and we are looking for opportunities to make the paperwork and various templates easier to navigate. The changes won't come overnight, but we do continue to make steady progress.

It is my hope that everyone has a wonderful summer of clear skies and light winds, free of fires, floods and locusts. Until next time, fly safe and have fun. ✨

ATLANTIQUE (B)

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506-292-0183

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C'est avec beaucoup de tristesse que je vous annonce le décès d'un membre de longue date du MAAC et modéliste talentueux, Carl Risteen, le 19 mars 2024. Plusieurs d'entre vous peuvent avoir connu Carl. Il était un membre fondateur du Fredericton Model Airplane Club et était toujours partant pour offrir de son temps et de sa sagesse afin de former et de conseiller d'innombrables pilotes de maquettes. Carl était un pilote expert et un modéliste hors-pair qui concevait ses propres avions miniatures; il les assemblait avec le savoir-faire d'un ingénieur et ils étaient des merveilles de design de maquettes. Ces structures complexes étaient de véritables œuvres d'art qu'il recouvrait de pellicule thermorétractable Monokote. Il était l'un des premiers pilotes à exécuter ce qu'on appelle aujourd'hui le vol en trois dimensions (le 3D), avant même que nous ayons su nommer cette nouvelle discipline. À l'aide de ses biplans acrobatiques, il leur faisait faire du surplace ou des tonneaux de couple, le tout lors d'une séance normale, en soirée. Carl concevait aussi ses propres moteurs et l'une de ses réalisations, c'était un moteur rotatif basé sur la technologie des Wankel; il a aussi conçu une micropellicule applicable à la chaleur pour des maquettes de vol intérieur. En plus de ses activités avec les maquettes télécommandées, Carl a contribué à concevoir une ancienne version de bras artificiel, de concert avec une université spécialisée en ingénierie. L'un des derniers pilotes à privilégier le format d'une manette unique (single stick) sur son émetteur, Carl avait dû affronter une santé chancelante, ces dernières années. Il manquera à plusieurs personnes.

NOUVEAU MEMBRE LEADER

Veillez vous joindre à moi pour féliciter Glenn Miller (MAAC 26354L) qui vient de recevoir son prix et désignation de membre Leader. Une reconnaissance amplement méritée.

PANNEAUX D'AVERTISSEMENT

Le printemps est arrivé et la saison de vol extérieur approche. Assurez-vous



Carl's biplane. / Le biplan de Carl.

que le terrain de vol de votre club affiche ses propres panneaux d'avertissement (d'opérations aériennes). Si ce n'est pas le cas ou si vous en désirez d'autres, communiquez avec le siège du MAAC, au office@maac.ca afin de vous les procurer. Le moment serait aussi propice afin de préparer soigneusement nos maquettes. Assurez-vous que chaque maquette que vous piloterez soit immatriculée auprès de Transports Canada et que ce même numéro soit visible sur l'appareil.

ASSEMBLÉE DE ZONE

Comme vous le savez, au moment d'écrire ceci, l'Assemblée annuelle de la zone se déroulera dans environ cinq mois. À l'heure actuelle, j'ai l'intention de l'organiser au complexe Inn on Prince à Truro (Nouvelle-Écosse) en raison de son emplacement central. Je communiquerai l'endroit, la date et l'heure en temps et lieu. Cette rencontre s'avère un formidable véhicule pour apporter de nouvelles idées afin d'améliorer le MAAC et afin d'influencer la direction qu'il empruntera. Songez dès maintenant aux recommandations ou résolutions que vous voudriez amener. Celles-ci doivent être soumises au directeur de zone pas plus tard que 40 jours avant la date publiée de

cette réunion, de sorte à les insérer à l'ordre du jour. Tandis que je traite de celles-ci, songez aussi aux mises en candidature à l'un ou l'autre des prix afin de reconnaître des membres qui ont contribué à l'essor de l'aéromodélisme au Canada.

Enfin, la zone B ne compte pas présentement de directeur adjoint de zone. Je demande aux membres de s'avancer. Si quiconque lit ces lignes aimerait se présenter, veuillez m'envoyer un message au zd-b@maac.ca ou encore, appelez-moi.



Atlantic (B)

from page 7

recommendations and resolutions, please start thinking about awards nominations for members who have worked for the advancement of model aviation in Canada.

Lastly, Zone B does not currently have a Deputy Zone Director (DZD). I would like to ask members to step up and volunteer for this important position. If anyone reading this would like to volunteer, please send me a quick note at zd-b@maac.ca, or call me. ✈

ATLANTIC (B)

Michael Dick - 63295

Zone Director

506-292-0183

zd-b@maac.ca

It is with great sadness that I must announce that a longtime MAAC member and modeller, Carl Risteen, who passed away on March 19th, 2024. Many of you may have known Carl. Carl was a founding member of the Fredericton Model Airplane Club and was always willing to give his time and wisdom to train and mentor countless model airplane pilots. Carl was an expert pilot and craftsman who designed his own model airplanes, engineering them to be outstanding examples of model airplane design at its finest. The intricate structures were works of art covered by Monokote. He was one of the first pilots to fly what we call 3D today, before we had a designation for it. Using his aerobatic biplanes, he was hovering and flying torque rolls among other things as the normal part of an evening flight. Carl also designed his own engines, and one of his accomplishments was a large rotary engine based on the Wankel principle and a micro-light iron-on covering film for early indoor models. Outside of the RC model airplane sport, Carl helped develop an early version of an artificial arm in concert with a local engineering university. One of the last "Single Stick" model pilots, Carl was challenged with declining health in the past few years and will be missed by many.

NEW LEADER MEMBER

Please join me in congratulating Glenn Miller (26354L) on receiving the MAAC Leader Member Award. The award is well deserved.

WARNING SIGNS

Spring has arrived and the flying season is drawing near. Please ensure that your club airfield has appropriate warning signs posted. If you do not have a warning sign posted or need additional warning signs, please contact MAAC at office@maac.ca to obtain them. This is also the time where we are getting our model aircraft ready for the upcoming season. Please make sure that each aircraft you are flying is registered with Transport Canada and that the registration number is visible on the aircraft.



Carl and his biplane at the FMAC field. / Carl Risteen et son biplan au terrain de vol du FMAC.



Close-up of Carl's biplane. / Vue rapprochée du biplan de Carl.

ZONE MEETING

As you know, at the time of me writing this, the AZM is only about five months or so away. Currently, I am planning on holding the AZM at the Inn on Prince in Truro, NS because of its central location. I will communicate the place, date, and time of the AZM at the appropriate time. The Annual Zone Meeting is a great vehicle to bring ideas on how to make MAAC

a better organization and to affect the direction MAAC is taking. Please start thinking about any recommendations or resolutions you may want to bring forward at the AZM. These recommendations and resolutions must be submitted to the Zone Director no less than 40 days prior to the published meeting date to be included into the agenda. While on the subject of

continued on page 6

COLOMBIE-BRITANNIQUE INTÉRIEURE ET YUKON (C)



Apprentice STS flown by six-year-old Emily Chenowith and her nine-year-old brother Gabriel Chenowith.. / Emily Chenowith est âgée de six ans et elle pilote déjà cet Apprentice STS. Son frère aîné de neuf ans, Gabriel est aussi pilote.

Mark Betuzzi - 26605L

Directeur de zone
zd-c@maac.ca

Veillez prendre note que l'Assemblée annuelle de la zone C aura lieu à Kamloops le samedi, 28 septembre 2024, à l'Hôtel Delta (540, rue Victoria) au centre-ville. Le stationnement est disponible sur la rue ou dans le terrain derrière l'hôtel. La réunion débutera à 13 heures; vous pourrez vous inscrire jusqu'à midi 45.

Mon mandat à titre de directeur de la zone C se termine à cette rencontre. Nous accepterons les mises en candidature jusqu'à 19 août 2024, cette fois autant pour mon poste que pour celui de directeur de zone adjoint.

Rendez-vous à ce lien – <http://www.maac.cad/en/documents.php> -- pour ensuite utiliser le menu déroulant aux documents d'assemblée annuelle de zone. Vous y trouverez les renseignements voulus en prévision de notre rencontre. Les formulaires comprennent les formulaires de mise en candidature pour les deux postes susmentionnés, les formulaires de vote par procuration ainsi que les gabarits servant aux résolutions et aux recommandations.

Toutes les mises en candidature pour ces deux postes doivent être complétées et envoyées au siège du MAAC au plus tard le 19 août 2024. Ceci comprend aussi les recommandations et/ou résolutions. Le



Eflite Timber flown by Michael Prime. / Le Timber (un produit E-Flite) de Michael Prime.

poste de directeur de zone est fixé à deux ans tandis que celui d'adjoint l'est pour une seule année. Je vous encourage à vous présenter pour un poste ou l'autre.

Nous vous enverrons d'autres détails sur la réunion à mesure que nous nous rapprochons des dates butoirs des mises en candidature.

On retrouve aussi plusieurs postes à pourvoir au sein des divers comités du MAAC. En faire partie ou accepter de devenir directeur de zone, directeur adjoint ou assistant directeur de zone vous donnera certainement une meilleure idée du travail en coulisse, ce qui est nécessaire afin d'assurer le bon fonctionnement du MAAC.

PROCHAINE SAISON

Nous sommes à la mi-avril à Kamloops

et en gros, le printemps a été plutôt frais et venteux. Cela a limité le temps de vol. Plusieurs régions de la province sont aux prises avec la sécheresse. La province en est rendue à embaucher des sapeurs forestiers un mois plus tôt que pour une saison normale des incendies. Les forêts chez nous sont déjà très asséchées et nous avons besoin de précipitations afin de prévenir les incendies.

J'ai hâte – si le temps me le permet – de me rendre à quelques-uns des événements de maquettes télécommandées au sein de la zone.

Je suis rendu à un âge où plusieurs de mes amis sont soit très malades, soit décédés. Acceptez votre bonne santé avec reconnaissance, sortez, faites voler vos maquettes et amusez-vous. ✈

BRITISH COLUMBIA INTERIOR – YUKON (C)



Al Allman's AJ Aircraft 60-inch Laser 230z. / Le Laser 230 d'Al Allman. Produit d'AJ, envergure de 60 pouces.

Mark Betuzzi - 26605L

Zone Director
zd-c@maac.ca

ZONE MEETING

Please note that the Annual MAAC Zone C Meeting will take place in Kamloops on Saturday, September 28, 2024. The meeting will be held at the Delta Hotel at 540 Victoria Street in downtown Kamloops. Parking is available on the street or in the parking lot behind the hotel. The meeting will start at 1 p.m. with a registration cut-off set for 12:45 p.m.

My term as your Zone C director is up at this AZM. Nominations will be accepted up to August 19, 2024 for the positions of Zone Director and Deputy Zone Director.

Go to this link -- <https://www.maac.ca/en/documents.php> -- and then scroll down to Annual Zone Meeting Documents. You will find all the information needed for the Annual Zone C Meeting. The forms include the Zone Director and Deputy Zone Director nomination forms, the proxy forms and the resolution and recommendation templates.

All nominations for the ZD and the DZD must be completed and sent to MAAC headquarters by August 19, 2024. This also includes any recommendations and/or resolutions. The Zone Director position is for two years, and the Deputy position is for one year. I encourage you to let your name stand for election to one of the two positions.



Michael Allan's AJ Aircraft 73-inch Laser 230z. / Le Laser 230z de Michael Allan. Produit d'AJ, envergure de 73 pouces.

Further details on the Annual MAAC Zone C meeting will be sent out as we get closer to the nomination closing and submission dates.

There are also lots of openings in all the various MAAC committees. Being on a committee or taking on a role as a Zone Director, Deputy Zone Director or an Assistant Zone Director, will certainly give you a better idea of the work that goes on behind the scenes to help make MAAC run efficiently.

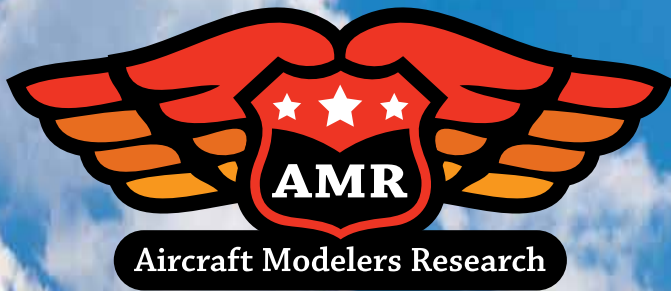
COMING SEASON

It's the middle of April in Kamloops B.C.

and for the most part, it's been a very cool and windy spring. It has limited the available time to fly R.C. Several areas in the province are amidst a drought. B.C. is hiring wildland forest fire fighters, a month earlier than the normal fire season. The forests in our area here are already tinder dry and we need the rain that will help prevent wildland fires.

I'm looking forward, time permitting, to attending a few of the R.C. events in the zone.

I am at the age where several friends are very sick or have passed away. Accept your good health, get out, enjoy R.C. and have fun. ✈️



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MIDDLE (E)

Carl Cimprich - 44232L

Zone Director
289-407-2225

zd-e@maac.ca

I was fortunate recently to have had a chance to be the guest speaker at the March meeting of THE GUELPH GREMLINS MODEL FLYING CLUB. The wonderful old school laid-back club meet 'FORCE' is strong with these folks. A very pleasant evening! Thank you for the invitation!

These folks were great and welcoming. I found myself appreciating the pure volunteer spirit and mutual respect among them.

Why do folks volunteer? Well, I'll begin with my own story in that regard...

Sometime very early on, I put my name forward to be the Field Director of the Brock Field operated by the Niagara Region Model Flying Club. Why did I volunteer for that, what was in it for me, money perhaps? Well no, of course. But I did have something to gain.

I gained a voice, a voice and influence to ensure the runway grass was maintained such that the 2 ½" wheels of my .40-size airplanes could gain airspeed. In short, I got involved as a volunteer so I could influence rather than complain. Over the years, I would go on to hold multiple director jobs for my club. So in volunteering, I have never looked back, and now I find myself serving as Middle E Zone Director.

When volunteering to help better this hobby, I have found that there is a direct inverse correlation where time spent doing the job directly impacts my time to build and to fly. I really don't mind at all; in fact, I have deeply enriched my life with many wonderful new acquaintances, a definite plus indeed.

I am no longer an executive member of the Niagara Region Model Flying Club, and yesterday, I finally made good on a personal promise to myself to get out to the flying field and flew as one of the club members at large. I was touched by the members who



were openly pleased I was finally taking time to fly more. The sense/feeling of fellowship was amazing and much needed after many years of service.

So what's the point I'm trying to make? Well, there are a few; while mostly selfless, volunteer service is gratifying, it permits our influence to better our own experience in the hobby. Sometimes, we just get a chance to help the club members we love to enjoy the hobby with.

I am looking for AZD volunteers to help get Zone E clubs voices heard and serviced better. If you are interested, please let me know. ✨

MILIEU (E)

Carl Cimprich - 44232L

Directeur de zone |
289-407-2225

zd-e@maac.ca

J'ai récemment eu l'occasion de devenir le conférencier invité lors de la réunion de mars du Guelph Gremlins Model Flying Club. Cette merveilleuse bande – adepte de la vieille école – est forte en matière d'amitié. La soirée a été très agréable! Merci de l'invitation!

Ces personnes étaient sensationnelles et m'ont accueilli à bras ouverts. J'ai apprécié l'esprit de volontariat et leur respect

mutuel.

Pourquoi les personnes font-elles du bénévolat? Eh bien, je débute mes propos avec ma propre histoire...

Il y a de cela bien des lunes, j'ai offert de devenir le directeur « terrain » du terrain de vol de Brock, qu'exploitait le Niagara Region Model Flying Club. Pourquoi l'ai-je fait? Que pouvais-je en retirer... de l'argent? Bien sûr que non. Mais j'avais quelque chose à y gagner.

J'ai gagné une voix et de l'influence de sorte à ce que la pelouse de la piste soit entretenue afin que les roues de 2,5 pouces de mes maquettes de cylindrée .40 puissent

atteindre leur vitesse de vol. En somme, je me suis impliqué bénévolement de sorte à influencer le cours des choses plutôt que de m'en plaindre. Au fil des années, j'ai occupé plusieurs postes au sein de l'exécutif de mon club. Je ne l'ai jamais regretté et maintenant, me voici à la direction de la zone E.

Lorsque je suis devenu bénévole afin de faire progresser ce passe-temps, je me suis aperçu qu'il y avait une corrélation inverse quant à ma disponibilité à construire et à piloter mes maquettes. Ça ne me dérange pas; en fait, ma vie s'en est trouvée enrichie

suite à la page 68

NORD ONTARIO (F)

Craig Knight - 9467L

Directeur de zone

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

La météo s'améliore enfin et nous pouvons reprendre nos activités à l'extérieur. Espérons que d'ici à ce que vous lisiez ces lignes, les Groupes consultatifs sur la Sécurité et de Transports Canada auront digéré la réponse à notre demande de jouir de plus d'altitude et de pouvoir faire voler des maquettes plus lourdes, de sorte à ce que nous puissions véritablement planifier nos rassemblements.

Aussi, à ce moment-ci de l'année, nos séances de vol intérieur se terminent. La plupart des clubs au sein de la zone ont remporté beaucoup de succès à ce titre. NOUS pouvons maintenant remiser nos maquettes de type foamie et nous diriger à l'extérieur.

L'un des soucis qu'a soulevés le Club de Sault-Sainte-Marie, c'est de faire en sorte que les autres membres sachent à quel moment un ou des collègues est/sont en route pour le terrain de vol. Nous jouissons de nos séances régulières de club, des séances de formation du jeudi soir et du dimanche... mais que se passe-t-il lorsqu'à un autre moment de la semaine, le soleil se pointe à l'horizon, qu'il ne vente pas et que toutes les conditions de vol parfaites sont réunies? Bien des choses ont changé depuis notre obligation de respecter la Partie IX du Règlement de l'aviation canadien (le RAC), qui préconise des observateurs. George Federly, membre du Club du Sault, a déniché une application sur téléphone appelle Discord. George a créé un compte pour le Club qui répertorie tous les membres à partir d'une liste de distribution. Un message tout simple est alors distribué à tout le monde (enfin, ceux qui consultent leur téléphone cellulaire régulièrement) et voilà : « Qui se rend au terrain, ce soir? » Je suis persuadé que les avides de techno au sein de votre club peuvent en venir à bout... si ce n'est déjà fait?

Le club de Sault-Sainte-Marie affronte un défi de taille : notre terrain principal, Leigh's Bay, se trouve sous espace aérien contrôlé et est soumis à un plafond de 200 pieds. Ce n'est guère amusant de pratiquer des manœuvres acrobatiques en moins

de 200 pieds. Heureusement, nous avons acquis un autre terrain temporaire qui, lui, se trouve sous de l'espace aérien non contrôlé. Mon nouveau Lazer (produit d'AJ) électrique (envergure de 60 pouces) profite amplement du plafond de 400 pieds.

À l'heure actuelle, quatre événements figurent au calendrier :

29 et 30 juin – Heli Fun-fly de North Bay, terrain du Club NIPMAC. Préparatifs toujours en cours.

27 et 28 juillet – retour du Northern

Ontario IMAC Challenge à Sudbury. Je crois qu'il s'agit de son 20e anniversaire et qu'il est le plus ancien concours de voltige de copies volantes en Ontario et possiblement au Canada. C'est à titre tentatif, en espérant que nous puissions récupérer le privilège de faire évoluer nos maquettes plus haut.

27 juillet – Fun-fly annuel du Club TARMAC au terrain commémoratif Dave McInnall

suite à la page 13



collective chaos 2024
annual rc heli funfly

- June 29th-30th 2024, end of Cranberry Rd, Callander, Ontario
- Limited RV camping available - Night Flying - Prizes
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NORTHERN ONTARIO (F)

Craig Knight - 9467L

Zone Director

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

The weather is finally improving and we're able to start flying outdoors. Here's hoping that by the time you read this, the Safety and Transport Canada groups have digested the response to our request for higher and heavier and that we can really start planning our events.

Also, at this point, our indoor venues are wrapping up. Most clubs in the Zone had very good weekly indoor sessions. WE can now park the foamies and get outdoors.

One of the concerns raised at the Sault Club was how to let other members know when one is headed to the field. We have regular club days, Thursday night training sessions and Sunday... but what about those other times, the sun is shining, there is no wind and conditions are perfect? Prior to the issues raised by Part IX of the CARs with spotters and visual observers. George Federly, a member of the Sault Club found a cellphone app called Discord. George set up an account for the Club, with all members listed in a distribution list. A quick message in the app gets to everyone (who uses his phone regularly) and there it is. "Who's going to the field tonight?" I'm sure that techies in your club can figure this out --(or already have!).

The Sault Club has been challenged as our primary site, Leigh's Bay, is in controlled airspace – with a 200-foot ceiling. Practicing aerobatics under 200 feet is no fun. Fortunately, we have acquired a temporary alternate site in uncontrolled airspace. My new electric 60-inch AJ Lazer is very happy in the 400 feet we have there.

At this point, we have four events on the horizon:

June 29, 30 – Heli Fun Fly, North Bay, NIPMAC field. More to come as the plans for this come together.

July 27, 28 – a return of the Northern Ontario IMAC Challenge in Sudbury. I think this is the twentieth anniversary of the contest and it is the longest continuously running Scale Aerobatics event in Ontario, if not Canada. This is tentative, pending a successful return to higher altitude allowances.

July 27 – TARMAC annual fun fly at DAVE MCINALL MEMORIAL FIELD -

August 10 – Northern Ontario Annual Zone Fun Fly and NIPMAC Fun Fly, North Bay.

The summer will be an exciting one as we regain our altitude and weight limits. Dust off the trainers and go out and burn some fuel (or electrons). Plan to take part in a couple of events. TARMAC and NIPMAC are great events, not to be missed, as well as the new Collective Chaos helicopter event.

One low-res photo, this time. Not much happening in the rain and wet weather.



My New Lazer and Mike Simard's Twin Otter. / Mon nouveau Lazer et le Twin Otter de Mike Simard.

Nord ontario (F)

suite de la page 12

10 août – Fun-fly annuel de la zone Nord Ontario et Fun-fly du NIPMAC, North Bay.

Cet été sera excitant lorsque nous récupérerons nos privilèges d'altitude et l'augmentation du poids de nos maquettes. Époussetez les avions de formation et sortez afin de brûler du carburant (ou d'utiliser des électrons). Songez à prendre part à quelques-uns de ces événements. Ceux du TARMAC et du NIPMAC sont sensationnels – à ne pas manquer – et surveillez aussi le nouveau rassemblement Collective Chaos (d'hélicoptères).

Je vous soumetts une seule photo, de basse résolution, d'ailleurs. Il ne se passe pas grand-chose en raison du temps pluvieux. ✨

SUD-OUEST COLOMBIE-BRITANNIQUE (H)

John Deadman - 26518L
Directeur de zone
604-354-2736 | zd-h@maac.ca

Bonjour, les membres.

Bienvenue printemps, le moment où la saison de vol recommence chez la plupart des clubs. J'ai demandé du contenu pour cette chronique; retrouvez plus bas le résumé du premier Fun-fly de l'année chez les Parksville District and Qualicum Flyers.

FUN-FLY DES PDQ

par Jim Harris

« Le premier Fun-fly de la saison (réservé uniquement aux membres du MAAC) a remporté beaucoup de succès au terrain des PDQ Flyers de Nanoose. Bien que le

13 avril ait été un peu venteux, tout s'est bien déroulé. Tous les pilotes inscrits ont effectué des vols sans que quiconque ne perde une maquette.

« Geoff Graham et Ross Donogh ont organisé l'évènement et en ont assuré le succès. Mo Christensen s'est occupé de la grille à barbecue et a préparé de succulents mets tout en s'assurant qu'il y avait suffisamment de nourriture pour tout le monde.

« Grâce à Keith Hoelscher, Brian Dalling et à Allan Macmillan pour leur travail acharné, le simulateur de vol était fonctionnel. Nous avons utilisé un émetteur Spektrum à huit voies... Gord Murphy ayant servi de cobaye pour l'essayer. Geoff Graham s'est occupé de la boîte-école (buddy box) en cas de

défaillance. Cet équipement était un peu difficile à l'utilisation mais Gord n'a pas détruit la maquette de formation. Bravo.

« Environ 40 membres du MAAC ont participé à la journée et une douzaine a effectué des vols. En fin de journée, des prix ont été remis à tout le monde qui avait piloté son appareil. La saison de vol est assurément lancée.

AGA 2024

L'Assemblée générale annuelle (AGA) se sera déroulée au moment où vous recevrez ce numéro de la revue. Toutefois, j'aimerais remercier les membres de la zone H qui y auront pris part d'une façon quelconque, y compris à l'aide du processus en ligne.

Eh bien, c'est tout pour l'instant. Au revoir. ✈



Gord Murphy sitting in the cockpit simulator with Geoff Graham manning the buddy box. / Gord Murphy est installé dans le simulateur de cockpit tandis que Geoff Graham s'occupe de la boîte-école.



Photos by Jim Harris

SOUTH WEST BRITISH COLUMBIA (H)

John Deadman - 26518L

Zone Director

604-354-2736 | zd-h@maac.ca

Hello members.

Welcome to spring, and the flying season in most clubs is happening again. I reached out for content for this column and below is the story of Parksville District and Qualicum Flyers' first Fun Fly of the year.

PDQ FUN FLY

by Jim Harris

"The first Fun Fly of the season, for MAAC members only, at the PDQ Field in Nanoose, was a huge success. Although

April 13 was a bit windy, the day went off without a hitch. All those who signed up flew the whole day with nobody losing an airplane.

"Geoff Graham and Ross Donogh organized the Fun Fly and made it a success. Mo Christensen manned the grill for a perfect BBQ and he made sure that we had food for everyone.

"Thanks to the hard work by Keith Hoelscher, Brian Dalling and Allan Macmillan, the flight simulator was up and running, using a Spektrum eight-channel radio, with Gord Murphy being the guinea pig who actually tried it out, Geoff Graham on buddy box coverage, as a failsafe back-up. As difficult as it was to use, Gord

managed to not destroy a perfectly good club airplane. Well done.

"There were approximately 40 MAAC members there for the day with 12 pilots actually flying the different disciplines. At the end, there were prizes for all who participated with their planes. The flying season is now definitely underway."

2024 AGM

The MAAC AGM will have come and gone by the time you receive this. However, I would like to thank all of the members of Zone H that will have participated, in some format with the online AGM process.

Well, that is all for this time. Cheers. ✈️



A giant scale Taylorcraft belonging to David Volker on the flightline. / Le petit-gros Taylorcraft de David Volker sur la ligne de vol.

OTTAWA VALLEY (G)



Freewing J-10A, 90-mm wingspan, powered by an 8S battery. All I need now is for the weather and my free time to align so I can do the maiden. / Un J-10A (du fabricant Freewing) : envergure de 90 mm, batterie 8S. Tout ce dont j'ai besoin maintenant, c'est que la météo et mon temps libre convergent afin que je puisse procéder au vol inaugural.

Brent Norman - 48492L

Zone Director

613- 322-0806

zd-g@maac.ca

No sooner had the flying season started that Mother Nature decided we needed more basement building time. Second spring has arrived in the Ottawa Valley and the grass fields in the local area are looking great and open for flying. There will be quite a few events starting in Zone G from

now until late fall.

I have a few planes that I am finishing painting and a new EDF ready for a maiden. Unfortunately, my time is also spent trying to get our campsite opened for the season.

I encourage all of you to make time to attend the events happening in the zone. It is always great to meet up with old friends or make a few new ones at these events held during the year. If your club is hosting one of the events, please lend a hand and volunteer to help out where you can.

Zone Awards

I have a few awards to hand out this spring to some great members from Zone G. There are some fantastic people out there who volunteer their time or expertise to keep us all flying and enjoying our hobby. I look forward to presenting the award to them.

I look forward to seeing some of you in the Zone at some of the various events as my schedule allows. ✈

VALLEE DE L'OUTAOUIS (G)

Brent Norman - 48492L

Directeur de zone

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zd-g@maac.ca

Aussitôt la nouvelle saison de vol entamée, aussitôt dame Nature a décidé que nous avions besoin de plus de temps de construction dans notre atelier. Le deuxième printemps s'est manifesté dans la vallée de l'Outaouais et les terrains en gazon de la région ont fière allure et sont ouverts aux opérations. Une bonne brochette d'activités se déroulera de maintenant à la fin de l'automne, au sein de

la zone G.

Je possède quelques avions que je suis en train de peindre et j'ai un jet à propulsion électrique de type EDF qui est fin prêt pour son baptême de l'air. Malheureusement, je consacre aussi du temps à préparer notre terrain de camping en prévision de la saison.

Je vous encourage tous à prendre le temps de vous rendre aux événements qui se déroulent ici au sein de la zone. C'est toujours agréable de renouer avec de vieux amis ou d'en faire de nouveaux, ce faisant. Si votre club organise un rassemblement, veuillez donner un coup de main à titre

bénévole, selon ce que vous êtes en mesure de faire.

Prix de reconnaissance

J'ai quelques prix à remettre ce printemps à de sensationnels membres de la zone G. Nous comptons des êtres exceptionnels qui offrent de leur temps ou leur expertise afin de nous aider à poursuivre nos opérations et à profiter de notre passe-temps. J'ai bien hâte de le leur remettre.

J'ai hâte de vous plusieurs d'entre vous aux divers événements, selon ce que me permettra mon horaire. ✈

SOUTHEASTERN ONTARIO (L)

Adam Maas - 91845

Zone Director
zd-l@maac.ca

Hi folks,

Unfortunately, I don't have a lot of news for you this issue. As I write this, the flying season is just beginning and we've had a

couple good swap meets in April, as well as our F3P Team Trials, held in Cobourg, in late March. The Board has been working on a number of items which you will already have seen by the time you read this, around Events and Higher/Heavier.

As we go into May and fields open up, there will be more activities in the Zone, so please send in pictures from your event;

you can send them directly to me or post on our Zone Facebook page. I'd love to feature photos from more clubs in the Zone.

I hope to see many of you at events across the Zone this year, so I wish all of you clear skies and low wind (except the slopers, they need all the wind they can get). ✨

SUD-EST DE L'ONTARIO (L)

Adam Maas - 91845

Directeur de zone
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Bonjour les amis,

Malheureusement, je n'ai pas beaucoup de nouvelles pour vous à l'occasion de ce numéro. Au moment d'écrire ces lignes, la saison de vol débute et nous avons connu quelques bonnes ventes-échanges (les fameux « swap meets ») de même que

nos épreuves de qualification d'équipe F3P (celles-ci à Cobourg, fin mars). Le Conseil de direction du MAAC planche sur plusieurs sujets dont vous aurez déjà pris connaissance au moment de lire ceci; notamment, il est question d'évènements et de la disposition (autorisation) de pouvoir faire évoluer des maquettes plus haut et plus lourdes.

Au moment de glisser vers le mois de mai et que les terrains sont inaugurés, il se passera davantage d'activités au sein

de la zone, alors envoyez-moi des photos de la vôtre; vous pouvez me les envoyer directement ou les afficher sur la page Facebook de la zone. J'aimerais bien en montrer plusieurs en provenance de plusieurs clubs de la zone.

J'ai hâte de voir plusieurs d'entre vous lors d'évènements partout dans la zone cette année, si bien que je vous souhaite tous un ciel dégagé et des vents légers (sauf pour les adeptes du vol de pente... ils ont besoin de beaucoup de vent).

FOR SALE

For more information please contact
drgavinbach@gmail.com

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SASKATCHEWAN (K)



Grant Robinson - 26561

Directeur de zone
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Ce mois-ci, nous vous offrons cette contribution de Cam Tetrault...

LUTTE ANTI-SOUS-MARINE EN SASKATCHEWAN

par Cam Tetrault

« Je suis né en 1957 à Middleton (Nouvelle-Écosse), tout juste au-delà de la clôture de la base aérienne de Greenwood. Mon père le lieutenant Léo Tetrault, était alors basé à Apple Valley et pilotait l'imposant Lockheed Neptune, un bombardier de lutte anti-sous-marine de l'Escadron 404 de la RCAF (Maritime Command).

« Ma mère disait que mon obsession pour les avions datait d'avant même ma naissance. Lorsque mon père a cessé de voler, lui et moi nous sommes lancés en aéromodélisme à l'aide de maquettes télécommandées. Nous avons été membres du Hub City Radio Control Club de Saskatoon pendant 47 ans, jusqu'à ce que mon père décède en 2021.

« L'année 2024 est ma cinquantième au sein du MAAC et du HCRCC. Nous avons



tous deux passé de nombreuses et agréables heures à travailler et à réparer nos créations ailées et je chéris ces souvenirs.

« Lune des questions que je lui posais souvent, c'était : de tous les aéronefs qu'il avait pilotés, lequel était son préféré? Il avait pris les commandes notamment de Harvards, d'Expeditors, de Mitchells, de Lancasters, d'Otters, de Dakotas, de Tiger Moths et d'appareils d'aviation générale. Sa réponse était invariablement... le Neptune.

« Je savais fort bien que mon temps avec papa se faisait de plus en plus court et je

voulais entreprendre un dernier projet spécial ensemble. Conséquemment, il fallait que ce soit le puissant Neptune. Le problème de taille : on ne retrouvait aucun kit pour le P2V-7 Neptune et bien peu de plans étaient disponibles. En fait, les seuls que j'ai dénichés étaient d'une maquette de vol circulaire, publiés en 1961!

« Si je voulais que ce projet devienne réalité, il me faudrait recourir à toutes les astuces de modéliste que j'avais accumulées... et que j'y ajoute un soupçon

suite à la page 20

SASKATCHEWAN (K)



Grant Robison - 26561

Zone Director
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This month I have a submission from Cam Tetrault ...

SUB HUNTING IN SASKATCHEWAN by Cam Tetrault

"I was born in 1957 just outside the (Greenwood Nova Scotia) Air Base gates at Middleton, NS. My dad, Ft. Lt. Léo Tetrault, at that time was stationed in Apple Valley and flying the mighty Neptune anti-submarine patrol bomber with RCAF 404 squadron for Maritime Command.

"My mother used to say I came by my airplane obsession almost prenatally. After my dad's flying career was over, he and I took up the R/C model aircraft hobby. We were members of the Hub City Radio Control Club of Saskatoon for 47 years until my dad passed away in 2021.

"2024 is my 50th year in MAAC and the



HCRCC. We spent many enjoyable hours working on, repairing and flying our model creations and I treasure our time together.

"One of the questions I would ask my dad was: of all the different aircraft types he flew, which one was his favourite? Some of the aircraft he had flown included Harvards, Expeditors, Mitchells, Lancasters, Otters, Dakotas, Tiger Moths and other GA aircraft. His answer was always the Neptune.

"I knew my time with Dad was becoming limited and I wanted to have one last special project together with him. Therefore, it had to be the Mighty Neptune. The problem was there were no kits of the P2V-7 Neptune and very few plans available. In fact, the only plans I could find to work with were for a control-line model published in 1961!

"To make this project work, I was going to have to utilize every ounce of modelling skill I had and get lucky as well. A friend was able to enlarge the plans to the size I wanted and from then on, I redesigned them as I went along.

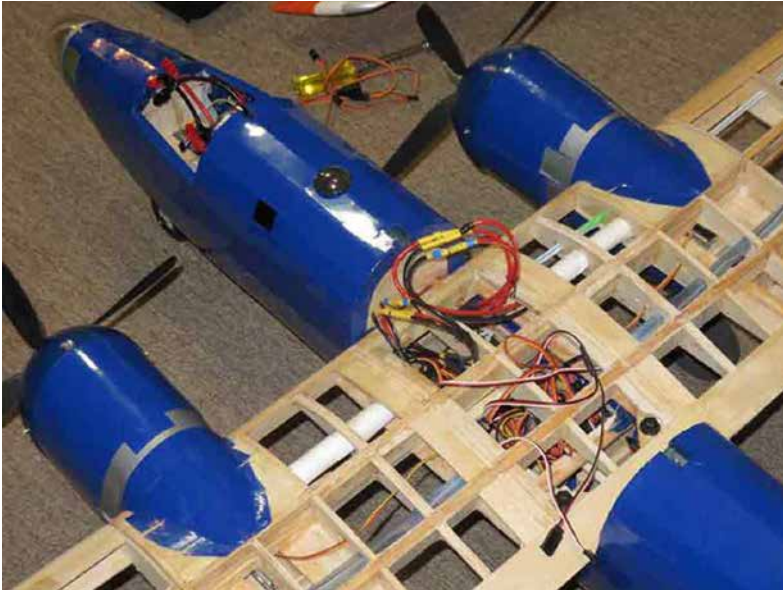
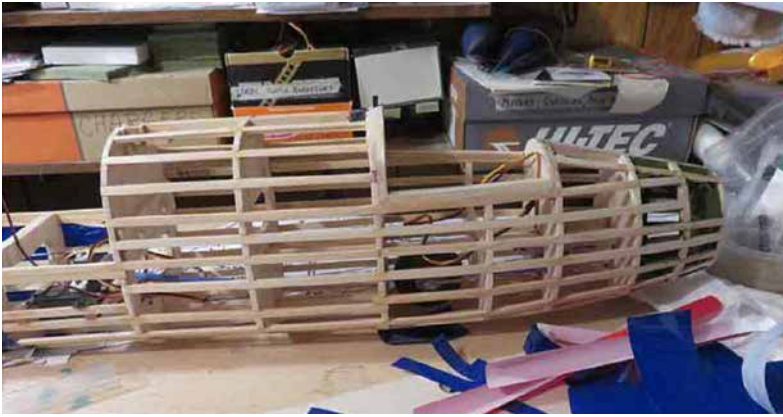
"It seemed like every design element I came up with needed to be thought out to seven steps ahead. For example, I needed to make an access hatch for quick battery replacement since my model was going to be electrically powered. Control line models in 1961 did not have hatches for batteries.

"I was also going to put retracts in the model. So, the hatch should not interfere with the nose gear and the centre of gravity all had to balance with the long sub detector MAD stinger tail boom, which was a signature feature of the Neptune. The original C/L plan just showed a block of balsa wood for the tail... "carve as needed." There were a few late-night sessions needed to sort out the details but fortunately, not many mistakes to overcome.

A CERTAIN REAL-LIFE PATROL

"I kept my dad in the loop and even though his dementia worsened, he got a kick out my efforts. After one of his personal Neptune project inspections, he told me about a patrol he was on where they used the million-candle power searchlight in the nose of the right wingtip

continued on page 21



de chance. Un ami a réussi à agrandir les plans à une dimension voulue et à partir de ce moment, je les ai redessinés en cours de route.

« Il m'a semblé que chaque élément de design nécessitait que j'y songe... sept étapes à l'avance. Par exemple, j'ai dû aménager une trappe d'accès aux batteries puisque ma maquette serait à propulsion électrique. Ce n'était pas le cas des maquettes, en 1961.

« J'aurais aussi à installer un train d'atterrissage escamotable à bord de cette maquette. Ainsi, la trappe d'accès aux batteries ne devait pas gêner l'opération du train avant; le centre de gravité devait aussi concorder, en dépit de la bôme MAD de détection des sous-marins, une caractéristique visuelle propre au Neptune. Les plans originaux illustraient tout simplement un bloc de balsa qu'il fallait 'dégrossir (sculpter) tel que requis'. J'ai passé des séances tardives de construction à trouver des solutions mais heureusement, je n'ai pas commis trop d'erreurs.

UNE CERTAINE PATROUILLE

« J'informais mon père des détails de construction et, bien que son état de démence s'aggravait, mes efforts avaient pour effet de le stimuler. Après une séance 'personnalisée' d'inspection du projet, il m'a raconté les péripéties d'une certaine patrouille au cours de laquelle son équipage s'est servi du phare de recherche et sauvetage – d'une puissance d'un million de chandelles! – juché dans le nez du réservoir en bout d'aile tribord (droite) afin de détecter un navire de pêche (espion) russe dans l'Atlantique Nord, juste au-delà de la côte de Terre-Neuve. On devait diriger le faisceau du projecteur à la main avec une manette dans le cockpit, comme les manettes de jeu vidéo!

« J'en ai installé une dans le cockpit de ma maquette, de même que les manettes des moteurs, au plafond. Il faut jouer de réalisme!

« La construction a suivi son cours et j'ai réussi à résoudre les problèmes et à obtenir une maquette télécommandée. Finalement, le grand jour de la première envolée est arrivé en 2019; le 'roi des océans' devait prendre la voie des airs. Mon père était assis à côté de moi à la station de pilotage en guise de copilote. Je me suis penché vers lui et j'ai dit : 'Le temps des devinettes est terminé! Souhaitez-moi bonne chance!'

« Incroyablement, l'avion s'est élevé sans effort et a volé comme s'il voulait demeurer en l'air. Presque pas de réglages nécessaires; j'ai appliqué les gaz aux trois quarts et voilà que je me mettais à la traque de Red October! J'ai même réalisé un atterrissage acceptable malgré ma poussée d'adrénaline qui figeait mes pouces.

« Après avoir dirigé l'appareil vers la station de pilotage et avoir éteint les moteurs, j'ai regardé mon père qui souriait et lui ai demandé, en le fixant dans les yeux : 'Papa, que penses-tu de ça?' Il a répondu très clairement : 'Tout comme ceux que j'ai pilotés!'

« Pour moi, il ne pouvait y avoir de meilleur compliment! » ✈



gas tank to spot Russian (spy) fishing trawlers in the north Atlantic, off the Newfoundland coast. The searchlight was steered with a hand-operated joystick from the cockpit, just like a modern video game controller!

"I put a joystick controller in my model Neptune, along with the unique overhead-mounted throttle controls. Gotta keep it real..."

"The build continued and I was able to solve the engineering problems, translating the C/L plans into R/C reality. Finally, the day came in 2019 when it was time to fly the 'King of the Seas.' With my dad sitting beside me at the pilot's flight station as copilot, I leaned over to him and said, 'Here goes 12 guesses! Wish me luck!'"

"Incredibly, it effortlessly rose into the air and flew like it wanted to be there. Hardly any trim and 3/4 on the throttles and I was soon hunting for Red October! I even made a decent landing despite the adrenalin surge locking up my thumbs."

"After taxiing up to the pilot's station and shutting the motors off, I looked my smiling dad in the eyes and asked, 'Dad what do think of that?! He replied clearly, with a grin, 'Just like the ones I flew!'"

"No higher compliment exists for me!" ✈️



SUD-OUEST ONTARIO (M)



Club members enjoying a summer day with variety of airplanes. From l. to r.: Rob Clench with a P-51 Mustang, Peter Doupnik (CARF rookie), Fabiano Silva with a foamy Diamond and Gary Lessard with his biplane. / Des membres du Club profitent d'une journée estivale avec une variété de maquettes. De g. à dr. : Rob Clench avec un P-51 Mustang, Peter Doupnik (un nouveau venu du CARF), Fabiano Silva avec un foamy Diamond et Gary Lessard avec son biplan.

Peter Doupnik - 16715

Directeur de zone

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À compter de mai, notre zone compte 31 clubs en règle et 472 membres en règle (qui se sont acquittés de leur adhésion). C'est une diminution de 9 % par rapport à la même époque, l'année dernière. Malheureusement, on observe cette tendance partout au pays.

Rappel : veuillez consulter la section des NOTAMS du MAAC sur le site Web afin d'y lire toute mise à jour. Jusqu'à maintenant, trois tels avis ont été publiés.

Félicitations à Paul Neely quant à sa contribution à notre sensationnel passe-temps. Il est le récipiendaire du prix de Leadership du MAAC. Bravo, mon ami!

J'aimerais mettre en vedette au moins un club par chronique. Ce numéro-ci, nous nous concentrerons sur le Pfisterer Flyers Club.

Celui-ci se trouve à l'est de Belle River (Ontario). Il est plus petit et ses membres voudraient être plus nombreux. Il jouit de l'un des terrains de vol les plus beaux qui soit : une longue piste en pelouse aux approches entièrement dégagées. On peut y faire évoluer à peu près n'importe quelle



Jason Skreptak with his turbine-powered BAE Hawk. / Jason Skreptak et son BAE Hawk à turbine.

maquette, des foamies aux gros jets. Ce club s'est doté d'un programme d'obtention des « ailes » de pilote. Au fil des ans, huit pilotes dévoués sont membres. Si vous avez besoin de renseignements, veuillez communiquer avec le Club par le biais du site Web du MAAC.

Notre Assemblée annuelle de zone

aura lieu le samedi 5 octobre 2024 au Jet Museum (2465 Aviation Lane, unité 2, London). Les portes ouvriront à 10 heures et la réunion débutera à 10 h 30. Du café et des beignes seront offerts en matinée. Nous commanderons de la pizza pour le dîner. Suivra une visite guidée du musée, après la réunion. ✨

SOUTH-WEST ONTARIO (M)

Peter Douplik - 16715

Zone Director

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As of May, our Zone has 31 paid-up clubs with 472 paid-up members. The membership is down 9% from this time, last year. Unfortunately, this trend is seen across all parts of the country.

Just a reminder to please check the MAAC NOTAM section on the MAAC website for any updates. There have been three NOTAMS issued so far this year.

Congratulations goes to Paul Neely for his contribution to this great hobby. He is the new recipient of the MAAC Leadership Award. Well done, my friend!

I would like to feature at least one club in every zone report. This issue will focus on the Pfisterer Flyers Club.

This club is located east of Belle River, in Ontario. It is a smaller club that is looking for additional members. It has one of the best flying locations due to a long grass runway with unobstructed approaches at each end. It is suitable for flying anything from foamies to large jets. The Club has a Wings program to help new pilots earn their wings. Over the years, the membership has stood around eight dedicated pilots. If you need more information, please contact the Club through the MAAC website.

Our Annual Zone Meeting will be held on Saturday, October 5 2024 at the Jet Museum located at 2465 Aviation Lane, Unit 2, London, Ontario. The doors will open at 10:00 a.m. with meeting starting at 10:30 a.m. Coffee and doughnuts will be available in the morning. We will order pizza for lunch. This will be followed by a tour of the Museum after our meeting. ✨



QUÉBEC (N)

Alain Carpentier, 93833

Directeur de zone

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NOUVELLES DE DERNIÈRE HEURE

CRASH (CLUB DE RADIO-COMMANDE AERONAUTIQUE SPECIALISE EN HELI) a reçu son Certificat d'opérations spéciales (COS) de la part de la MAAC, ce qui en fait le premier club de la MAAC à être approuvé pour des opérations dans l'espace aérien contrôlé et restreint simultanément. Un grand merci à l'exécutif du club, à Randy Hepner et aux groupes consultatifs sur le transport et la sécurité pour avoir rendu cela possible.

ÉVÉNEMENTS DU PRINTEMPS

Le printemps a cédé sa place à l'été, saison des longues journées propices au vol, de l'aube jusqu'au crépuscule. Ces journées nous rappellent combien nous apprécions nos soirées d'hiver passées à peaufiner notre équipement, en préparation de la belle saison.

Le printemps n'a toutefois pas été de tout repos pour notre zone. Pour beaucoup, il a marqué la fin des sessions de vol intérieur de l'année, mais il a aussi été le théâtre de plusieurs expositions, notamment le retour de l'EXPO VENTE MODELISTE. Les Modélistes Antigravité étaient au cœur de cet événement, qui a rassemblé 45 exposants et attiré 170 visiteurs.

Un grand merci à David Brouillet et à toute l'équipe pour cette belle édition.

Par ailleurs, le CLUB MODELISTES SOL AIR BOIS-FRANCS a organisé une exposition le 6 avril à la grande Place des bois francs, contribuant ainsi à l'animation de notre communauté.

La saison est assurément lancée.

Les réseaux sociaux témoignent de la préparation active des terrains, promettant une année riche en événements pour 2024.

Le premier grand rendez-vous de la zone a été le MultiGP Global Qualifier organisé par le Club Escadron du Richelieu. Cette compétition, qui s'est déroulée sans public, a été un franc succès. Je vous invite à découvrir les récits enthousiasmants des organisateurs.

DRONES À SOREL-TRACY

par Stéphanie Beaulieu

«Le principal événement de course de



A few photos from the drone racing at Club L'Escadron du Richelieu. Top: Race control. Left: Racers getting ready. Right Drone race committee. /Quelques photos prises lors des courses de drone au Club L'Escadron du Richelieu. En haut : poste de contrôle des courses. À gauche : les concurrents se préparent. À droite : le comité de courses de drone.

drones du Club L'Escadron du Richelieu (Sorel-Tracy) a eu lieu le week-end du 11 mai. Quinze pilotes, venus du Canada et des États-Unis, se sont affrontés dans une atmosphère de compétition amicale et détendue, pleine de rires. Ce fut la première course depuis l'obtention du permis, grâce aux efforts soutenus du SAG de MAAC et de la zone N Québec.

L'ambiance était électrisante, les sourires omniprésents et l'entraide notable, le tout dans un esprit de sécurité. Un barbecue et de la musique ont ajouté à l'ambiance festive du week-end. »

Je prévois visiter de nombreux événements tout au long de l'été et j'espère avoir le plaisir de vous y rencontrer.

Enfin, dans la lignée des bonnes nouvelles, plusieurs clubs sont sur le point de reprendre leurs activités. Certains ont trouvé de nouveaux terrains, d'autres ont déplacé leurs installations pour se conformer aux règlements, et d'autres encore sont sur le point d'être réautorisés à reprendre leurs opérations.

Nous nous préparons donc à une saison 2024 exceptionnelle pour la zone N. ✨

QUEBEC (N)



Arpent V'Air (club) display at Expo Vente. / Le montage visuel du Club Arpent V'Air lors de l'Expo Vente.

Alain Carpentier, 93833

Zone Director

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LATE BREAKING NEWS

CRASH has received their SOC from MAAC, making it the first MAAC club to be approved for operations inside Controlled and Restricted airspace. A huge thanks to the club's executive, Randy Hepner and the Transport and Safety Advisory Groups for making this happen.

SPRING EVENTS

Spring has given way to summer, a season of long days that prove ideal for flying from dawn to dusk. These days remind us of how much we cherish our winter evenings spent fine-tuning our equipment in preparation for the warmer months.

However, spring was not without its challenges for our area. For many, it marked the end of this year's indoor flying sessions, but it was also a time for several exhibitions, notably the return of the MODEL SALE EXPO. The Club Modélistes Anti-Gravité was at the heart of this event, which brought together 45 exhibitors and attracted 170 visitors.

A big thank you to David Brouillet and the entire team for this wonderful edition.

Moreover, the CLUB MODÉLISTES SOL AIR BOIS-FRANC held an exhibition on April 6th at the Place des Bois-Francis complex,

continued on page 56

Expo Vente's executive: Alain Carpentier (Zone Director), Marilyn Nadeau (Saint-Jean-Baptiste Mayor), David Brouillet (Club Anti-Gravité President), Robert Tremblay (Club Anti-Gravité VP). / L'exécutif de l'Expo Vente : Alain Carpentier (directeur de zone), Marilyn Nadeau (maïresse, Saint-Jean-Baptiste), David Brouillet (président, Club Anti-Gravité), Robert Tremblay (vice-président, Club Anti-Gravité).



Skywing/FRSky display at Expo Vente. / Le montage visuel de Skywing/FRSky lors de l'Expo Vente.



WATCHING THE WEATHER



By Jim Cogle

Bill Ward said it best: “The pessimist complains about the wind; the optimist expects it to change; the realist trims the sails.”

If predictions made by climatologists are correct, and weather statistics over the past few decades indicate they are, then we should prepare to adapt to some challenging flying conditions. According to these scientists we will have more windy days with higher velocity and more intense ‘rain events’ in the years ahead.

Last year New Brunswick, for example, received two and a half times the normal amount of rain and had many more windy days. This is also true of other places in Canada. Dr. Blair Feltmate, Head of Intact Center on Climate Adaptation, at Waterloo University, when a guest on CBC’s Maritime Noon, postulated that we are in the initial stages of long-term climate oscillations. He suggested that since we can’t change them, we must adapt to them. And while the causes of climate change are diverse and outside the scope of this discussion, it seems clear that RC flying will be more challenging in the future. Therefore, adaptation is the only solution if we wish to keep flying.

Fortunately, there are several steps we can take to ameliorate the weather challenges. To offset increased moisture, we can add drainage to fields that are prone to flooding. This can often be accomplished with a simple trench or a French drain using plastic pipe. Access roads can be ditched, and the profile raised with a few loads of gravel. In places where the road is shared with a wider community, a little upgrade could provide some positive publicity for the club.

If flood proofing the field is not feasible, it might then be prudent to establish an alternate field for when the main field is not available ... even if just for smaller aircraft. Slow flying is better than no flying.

Water is one thing, wind – the bane of RC flying – is another. Fortunately, there are solutions here too. We can, as they have done in the West, learn to fly safely in higher wind conditions. My friends out there hardly know what a calm day is like.



A great place to begin wind training is with a flight simulator. I have Real Flight 9.5 with which I’m very satisfied. Increasing wind speed and direction settings allows for some valuable skills to be learned without the concern of damaging the plane. And it’s fun. I crank the wind up from various directions and practice landing until I have reached the limit of my skill and/or what the plane can reasonably handle under those conditions.

I have also adopted the use of ‘wind-friendly’ planes. As most of us know, some planes handle wind much better than others. My Super EZ, Wildcat, Conscendo, wing and Habu jet fly very well in high winds. Some heavier, fuel powered planes also handle wind better, but I only fly electric so have had to compensate.

To some planes I’ve added more rugged landing gear and larger wheels. Pneumatic tundra tires will be my next adaptation. I’ve seen them in operation and noted that they significantly reduce the bounce effect when landing in gusty wind conditions. I have also looked to models with stabilization and while you might get some good-natured ridicule from ‘the big boys’, planes with gyros, panic



buttons, and differential flight modes can dramatically reduce wind effect. Keep in mind that while wind has destroyed many airplanes, ridicule has destroyed none.

Another adaptation that I have employed is the use of high intensity strobe lights for late evening and 'grey day' flying. As we have all experienced, the wind normally dissipates later in the evening and is often lower on overcast days. And although I much prefer flying on a sunny day, a less windy grey day or nice summer evening becomes quite flyable with the use of strobe lights. These inexpensive items are available online and can be transferred from plane to plane with the use of a bit of Velcro. They are also easy to recharge with a USB plug in your vehicle or computer.

Hopefully some of you fellow MAAC members have found this little missive helpful. And while none of my proposed weather adaptations are perfect, in some combination they will allow for more flying overall and that is what matters... the way I see it anyway. ✈️



2023 Freeflight World Championships Moncontour France



Rostislav Pecherskiy arrived with the sunrise and started to assemble his FiC model.



After a four years hiatus, forty-one countries and six hundred competitors have participated in the 2023 Freeflight World Championships. Canada was represented by the following teams.

F1A (Glider) Vidas Nikolajevas, Jama Danier and Leslie Farkas
 F1B (Wakefield) Ladislav Horak, Tony Mathews and Patrick McKenzie

F1C (Power) Yury Shvedenkoy (2017 World Champion and 2019 Silver medalist) Rostislav Pecherskiy and Richard Grulinski

Our team also included Mr Peter Allnutt who at the young age of 91 came as our supporter. Because he represented Canada twenty-one times at World Championships, his expertise and knowledge was very important and valuable for our team. He was also retrieving the models throughout the competitions. We all owe him our gratitude for his never diminishing support. We also enjoyed the support of Svetlana Shvdenkova, who joined us to morally support her husband, Yury.

The Canadian team arrived in Moncontour on the 11th. Of August for the opening of the championships. Following the registration of the models on the 12th, we immediately drove to the field to see the area and started practicing. The area was big but still had a lot of unharvested sunflower and corn crops, which made the retrieving of models a challenge.

AUGUST 14TH F1A DAY.

Good weather welcomed the 114 competitors. Because some parts of the area were plowed, it made it difficult to tow the models. Vidas and Jama flew easily their maxes throughout the seven rounds. Leslie was experiencing some setup problems with his models and did not qualify to participate in the finals. The good weather and the strong field of competitors was evident because 48 flyers made it to the flyoff, including our Vidas and Jama. Vidas flew 233 seconds and finished 38th and Jama had 132 seconds for the 46th place and Leslie ended up 95th in the competition. Fifteen people



made it to the second round of the finals and the results are:

1	MALILA, Lauri	SUI	2159
2	HELLGREN, Robert	SWE	2130
3	ARIGOS, Alejandro	ARG	2121
38	NIKOLAJEVA, Vidas	CAN	1613
46	DANIER, Jama	CAN	1512
47	PEYKOVA, Viktoriya	BUL	1480
95	FARKAS, Leslie	CAN	1241



Vidas Nikolajevs and Jama Danier are getting ready for the F1A Flyoff.

AUGUST 17TH F1B DAY.

The Gods were gracious to us because the good weather continued for the Wakefield competition with 109 participants. We were hopping for a great performance by our experienced team of Ladia, Tony and the very competitive new member Patrick, who is an all-around excellent modeller. They were diligently preparing themselves for this competition for months. Spent hundreds of hours checking for the best quality rubber which could be the factor for the placings at this level of competition. Ladia dropped 26 seconds in the second round and finished 64th. Patrick was experiencing a mechanical problem in the second round, registering only 28 seconds. Misjudged the air in the third round with a 103 second flight and finished 104th in the competition. Tony was recording maxes round after round and made it to the flyoff with 49 other competitors. Only one flyoff round needed to decide the championship in which with 359 seconds Tony finished 25th.

The final results are:

1	GRUBIC, Bozo	SRB	1860
2	NYHEGN, Jes	DEN	1809
3	ANDRIST, Dominik	SUI	1807
25	MATHEWS, Tony	CAN	1739
64	HORAK, Ladislav	CAN	1354
104	MACKENZIE, Patrick	CAN	1091

AUGUST 18TH F1C DAY

The F1C is the category in which we had the highest hope for our team with Yury, Rostislav and Richard competing. Yury's commitment and dedication to the sport is simply outstanding and recognized Worldwide. He also follows the tradition of the Dave Sudgden who made his own engines, Frank Schlachta, John Foley and Mike Burns who were also outstanding Canadian F1C flyers in the past.

This event was held with seventy competitors. The weather was



Tony Mathews is getting ready for his F1B Flyoff



Yury Shvedenkov and his assistant Mrs Shvedenkova, preparing for the first round in F1C.

cooperating with light winds, but the condition was somewhat difficult for picking the thermals. This resulted in the first round with Rostislav who missed the max with 217 seconds but did follow up with six maxes. This was enough to finished 43rd. in the competition. Richard wasn't lucky either with his 149 seconds flight in the first round and because he also dropped the sixth and seventh rounds, he finished on the 65th. place. Yury did live up to the expectations by racking up maxes round after round. In the seventh round, the team of Ladia and Tony were monitoring and picking the thermals. As on the flight line to the right of us several models were launched and looked good in the air, decision was made for Yury to launch also. His engine was roaring, and the model was darting toward the sky. It was immediately visible from the ground that after bunting our model in the air was moving to the left and not to the right, where the others were gliding in the thermal. The distance between the rising air mass and the sinking air was not more that ten meters. Unfortunately, the downdraft was strong, and it resulted in a 124 second flight. Yury missed the flyoff and finished on the 50th place. But this is freeflight. At the end, thirty-one competitors made it to the first round of the finals and thirteen flew in the second round to decide the World Champion.

The final results are:

1	JERMOL., Darijo	CRO	2210
2	SHEMESH, Ezra	ISR	2184
3	ALEXSANDROV, Viacheslav	UKR	2165
43	PECHERSKIY, Rostilav	CAN	1357
50	SHVEDENKOV, Yury	CAN	1324
65	GRULINSKI, Richard	CAN	1219

TEAM MEMBERS' WORLD CHAMPIONSHIP EXPENSES.

Registration:	\$ 493.20
Airfare:	\$1660.00
Transportation in France:	\$ 200.00
Uniform:	\$ 50.00
Food and accommodation:	\$ 600.00
Total cost per member:	\$3003.20

I did this expense report to demonstrate the financial commitment of our competitive fliers make year after year in all disciplines, to represent Canada and MAAC at the international level.



CANADIAN AEROMODELING HISTORY.

One reasons the Model Aeronautics Association of Canada exists is to officially give the right to our sportsmen to participate at World and International Championships. Since 1931 Canada's accomplishments speak in volume.

Here are some of the results which established our recognition and respect at the International level. These statistics are from the beginning when aero modelling started with free-flight, but I am sure that competitors of all other disciplines could report many of their successes.

1931 Dayton, Ohio

A. Levy 5th. R. Farquarson 6th. R. Hiscocks 11th. J. Chamberlain Did not fly.* Jim Chamberlain went on later to become Chief of Technical Designs on the Avro Arrow. After the cancellation of the Arrow, he went to NASA and became Head of Engineering on Project Mercury, and later Project Manager for Gemini, where he designed the spacecraft.*

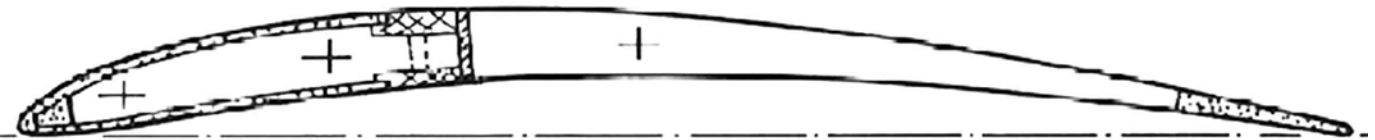
1938 Guyen, France

B. Milligan 9th.

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F1A TECHNICAL REPORT

Middlin' Respectable Airfoil AL-33 used on Andres Lepp's 4-minute A/2 towline glider.



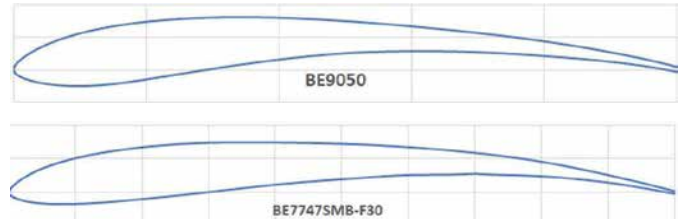
By Leslie Farkas

The free flight international competition classes of F1ABC are highly competitive and the pressure is intense to stay ahead with the latest technology in airfoils. A picture of a typical earlier airfoil design is shown below and note the use of high camber and a sharp nose which are there to obtain very good glide performance. These features are also beneficial when towing the models. Many F1A airfoils also have a turbulator (thread or 1/16th square balsa) on the upper surface behind the airfoil nose which improves the glide performance but does give extra drag at higher flight speeds.

In 2018 Brian Eggleston was approached by Tam Thompson, one of Canada's top F1A flyers, with a request to design an improved F1A airfoil. Before his retirement, Brian had worked at De Havilland Canada on R&D as an aerodynamicist developing new airfoils for high speed large aircraft and also on propellers but now is retired so he no longer had available the aerotools to do this task.

So his Job #1 was to find suitable free computer codes which could handle the effects of unusually low Reynolds numbers – they are typically around 40,000 for gliding F1A wings.

One of the first successful airfoils Brian designed in 2008 for F1A is shown in the next picture and it is BE9050, where the first pair of numbers refer to the thickness/chord ratio in % and the second pair is the maximum camber ratio also in %. The airfoil is relatively thick because it was designed using the JavaFoil airfoil program to have no lower surface flow separation at low lift but the prediction method it uses is quite conservative. Note that the airfoil's nose



shape on the lower surface now has a substantial "chin" which reduces velocities underneath at zero lift and enables the flow to remain attached. This feature causes the drag at zero lift in the vertical coast to be reduced substantially i.e about a 70% reduction. However the glide performance still remains as good as the best of the earlier airfoils.

The design concept is now called an LDA profile, an acronym for Low Drag Airfoil. Today, such airfoils are universal for modern F1A models. The latest BE variation is shown below and it has a 30% flap that deflects up about 8 degrees for the vertical coast. Models are now achieving 125+m launch altitudes and their flight durations are greater than 8 minutes. Such durations are now twice those of the earlier airfoil designs. And as a result flying F1A has now become a much more interesting, spectacular, physical challenge and it is now truly a sport.

We, the Canadian and International modeling community, owe Brian our gratitude for his hard work and contribution to the aero modeling sport.

F1C TECHNICAL REPORT

The attendance at 2023 Free Flight World Championship was at or above the level of best World events in this class, and the results were of the highest standard.

Generally speaking, the models that were flown at the World Champ were similar in design and were dimensionally close. With just a few conventional models majority of competitors made their choices in favour of the folding wings design. Despite obvious technological complexity folding wings became practically the necessity in order to achieve high results with only 4 seconds engine run time left for F1C class. Nevertheless, even among "folding" family one design by Volodimir Sychev (Slovenia) was noticeably different. He was competing with his "seagull" model. It was really nice-looking model, however no advantages in performance were observed.

Another aspect in wing design is a turbulator. For F1C models most of them are straight or zigzag threads located at about 10% of the wing chord. They are necessary for the glide performance,

however some drag penalty involved during the climb. In order to reduce the drag Yury's models were made with a "pinhole" turbulator. Such turbulator was made as a line of multiple pass-through moulded holes (1.3 mm ID) spaced 21 mm and positioned at 10% from the leading edge. The rooted in 50's concept was tested for last two seasons. It was clearly demonstrated that such approach is working. At the same time more work is necessary to fully realize its potential.

At 2023 World Champ it was very clear that contemporary trend in F1C engines is direct-drive engines. Still some geared engines were flown but it looks like that their time is over. All advantages of higher climb are pretty well compensated by higher drag of a geared engine propeller hub. Regardless the type of power setup almost all commercially available F1C engines are manufactured in Ukraine: Fora, VE and B2. All models flown by Canadian team were equipped with B2. Usage of the same power plants within the team has

continued on page 38

F1B TECHNICAL REPORT

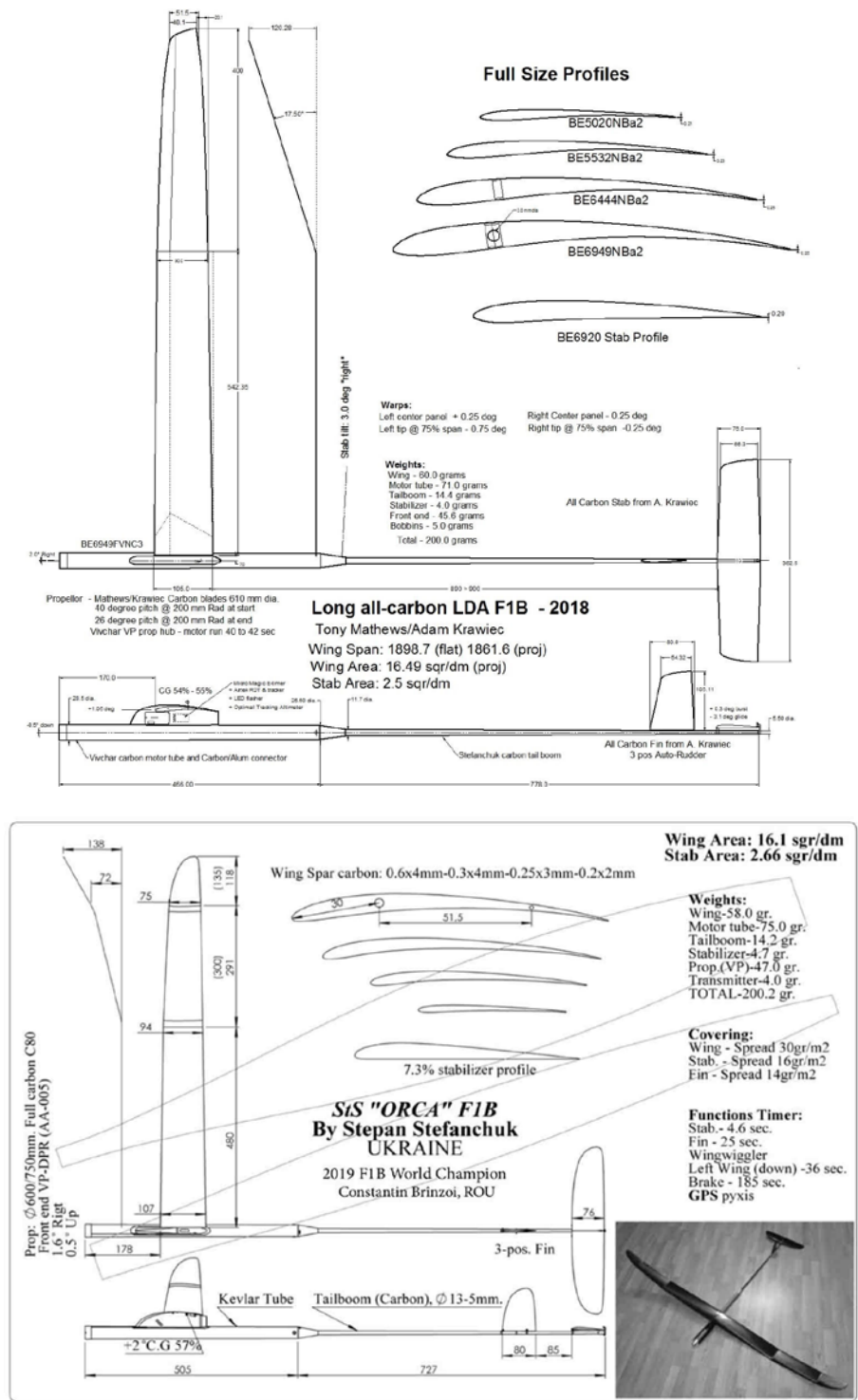
By Tony Mathews MAAC 7762

The F1B class (formerly Wakefield class) of FAI aeromodelling is the oldest category of FAI models competing for World Championships. It has been contested for close to a century now. The models were originally all hand made by each contestant from wood and tissue paper covering and have evolved to use the very latest in composite materials and techniques available.

The category has a maximum wing and stabilizer (combined) area of 19 sqr/dm with a minimum weight (minus the motor) of 200 grams and a maximum rubber motor weight of 30 grams. Models today use rubber strip (typically 1mm x 1.5 mm or 1mm x 3mm wide) supplied from a single source (FAI Model Supplies USA).

This year the F1B world championships included the usual complement of flyers using "stock" conventional composite Wakefields (F1B) produced by the Ukrainian "factories" of Andruikov, Vivchar, and Stefanchuk. The only teams (that we know of) deviating from this approach were the Dutch, Russian, Polish and Canadian teams as well as the Hungarian Mihaly Varadi. The Russian team utilized self designed and produced models with extensive use of carbon fiber skinned flying surfaces. The Canadian teams fielded both conventional models as well as new innovative LDA (Low Drag Airfoil) designs based largely on the work of Canadian aerodynamicist Brian Eggleston. These new LDA models are designed to climb higher, faster, and to glide as well or better than the typical conventional planforms used by most flyers. The Polish flyer Adam Krawiec used a new design by Tony Mathews (Canada) using all carbon fiber skinned flying surfaces and a new innovative carbon fiber propellor design with input from Brian Eggleston. Adam and Tony joined forces with Tony completing the computer design work and Adam making the CNC molds and fabricating the flying surfaces and prop blades. This new model (see drawing) uses new LDA airfoils by Brian Eggleston.

Many models used the relatively new approach of foam cored wings (Rohacell closed cell foam produced using CNC milling technology) with very light (30 gram/sqr/dm or less) "spread tow" carbon



fiber sheeting applied using matched female molds CNC machined from special plastics or Aluminum. Such wings are very light, very stiff and have very accurate airfoils. The first and second place models used

Carbon wings for the flyoffs produced by Stepan Stefanchuk's "factory" using airfoils from Brian Eggleston and a planform based on an earlier "built-up" wing design by Tony

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FLYING INTO TOTALITY



By Debbie Spiotti

On April 8, 2024, Niagara Falls was expected to be in the path of totality of the solar eclipse for the first time in over one hundred years. Sean Galway, a club member of the Niagara Region Model Flying Club, suggested commemorating this event by holding a mid-afternoon night fly. The club executive loved the idea and began planning a special fun fly for this once in a lifetime opportunity. While the club has held many night flies, this one was to top them all.

While more than 200,000 flocked to Niagara Falls to witness this solar eclipse, a few brave souls braved the chilly day to attend the Afternoon Night Fun Fly and barbecue at the Niagara Region Model Flying Club's flying field. The goal? Bragging rights to have flown during the moment of totality during a solar eclipse.

Prior to the event, pilots outfitted their planes with LED lights, so they could fully appreciate the spectacle of flying their planes in the darkened conditions of the eclipse.

While awaiting the main event, regular flying continued while crew members volunteered to serve up a tasty menu of hamburgers, soft drinks, chips, and - of course - half moon pies.

At first contact, as the moon slowly began to cross the sun, all donned special glass designed to protect the eyes, and all heads

were raised to the sky to experience first-hand this amazing natural wonder.

Despite the overcast skies, crew and pilots were able to see the moon slowly crossing the sun through the occasional breaks of the clouds. As skies began to darken, pilots readied their airplanes in anticipation of the big event, the totality of the eclipse. Seconds before totality, lights were switched on, pilots taxied their planes down the runway, and lifted off into the darkened skies.

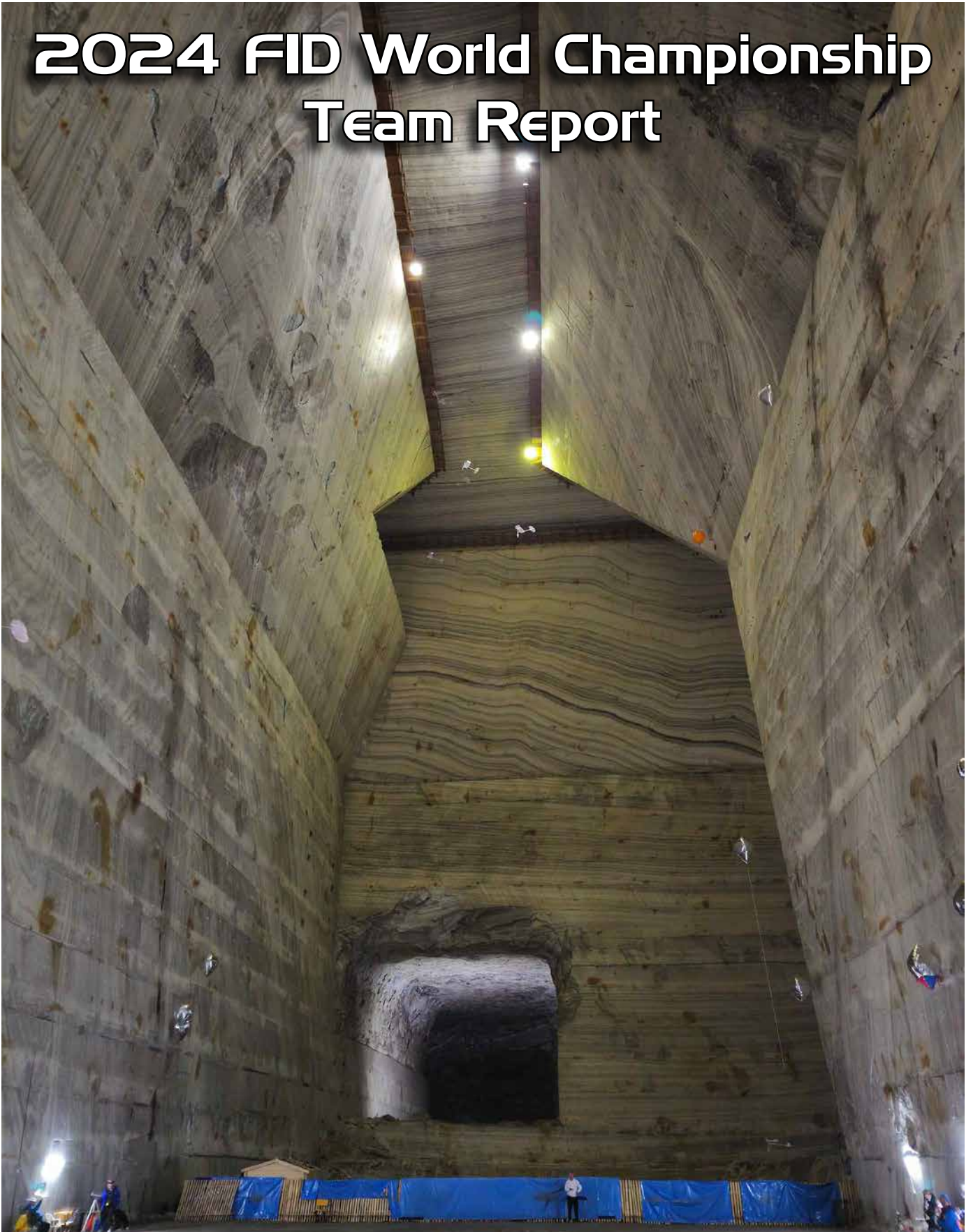
It was amazing how quickly the darkness enveloped the field as the shadow of the moon passed over the field. At 3:18, it was quite a sight, between experiencing first-hand the ring of the corona, the glowing planes flying in the darkness, and how there was a sliver of light encompassing the field on the horizon.

The quiet from birds and insects only intensified the experience. After three minutes of darkness, the skies began to brighten as quickly as they darkened, and for the first time, the Niagara Region experienced a sunrise from the western skies as opposed to the east.

Special thanks to all the crew who volunteered to run the barbecue, and more importantly, to the pilots who braved flying in the total darkness to create this spectacle, which truly enhanced this once in a lifetime experience. See you all in 2144 for the next Afternoon Night Fly. ✈️



2024 FID World Championship Team Report





By Dmytro "Dima" Silin
 dmytro.silin@gmail.com

The 2024 World Championship took place on March 23-26 in Salt Mine, Slănic - Prahova, Romania. The venue is a Category 4 site with maximum height of 56 meters. Quite a few World and European Championships have been held at this site since 1980s, including the 2022 World.

This time our Senior team was the same as in 2022 – Vlad Linardic, Arend Borst, and Dmytro Silin. Anna Silina and Christina Borst joined us as official helpers. Preparations went rather smoothly, everyone came well prepared. Last time we flew together was at the US Indoor National in 2023. After that only Vlad had a chance to practice in high ceiling venue – he went to the Salt Mine several times.

This year our team accomplished the goal of the last 6 years – we made it to the podium and took home bronze medals! Canada F1D team was on the podium last time in 1996 (bronze) and in 1988 and 1990 before that (silver both times). Then, there was a change of generations. The new full team was finally formed in 2017. The 2018 World was a disaster for us due to unexpected bad weather. The 2020 was cancelled due to COVID. In 2022 we tried to compete for the medals but came only 5th as a team. In 2024 all the efforts in building and flying finally paid off!

Yuan Kang Lee became Word Champion for the third time. Vlad, Arend and I finished 7, 11, and 12, respectively. We all bested our official high scores. I flew 25:16, Arend did 25:24, and Vlad had 26:33 – new Canadian F1D record for Category IV. Our team's score improved since the last Championship by 9 minutes. Not only it allowed us to win the bronze, but also, we were much closer to the 2nd place (Romania) that the 4th (UK) team was close to us. Vlad came 7th and beat two Romanians flyers. If Arend and I had flew as

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much as Vlad – second team place would have been within reach.

One last thing about statistics. Look at the timetable - flights under one minute usually mean troubles with launch. Flights in the 5–10-minute range usually mean that model hung up at the very top. Vlad had hung up in the second round. I ran into the wall right under the catwalks in the 6th. Arend had two power stalls during the launch.

This year's Championship didn't show any significant advancements in the model design. One thing worth mentioning – whiskers on the propeller. They were made of 0.25mm carbon rod, had length about 50mm, and were installed only on one of the blades. The purpose of such a device is to push models away from the ceiling and the walls.

While there were no notable advancements in the models, the average flight time had increased by a minute or more. We have reached the limits of rubber and in model design. Now many people spend a lot of time on the extra fine trimming of their models. One time I heard that someone needed to increase propeller pitch by 0.5 degree. Vlad was advised to decrease his stabilizer incidence by 0.2-0.3mm because his model was too slow during middle stage of the climb.

What's next? The 2026 World Championship was awarded to the USA. It will be held in the Kibbie Dome, Moscow, ID, USA. It's a premium Category IV site with a maximum height of 44 meters. The 1996 World Championship took place in this dome. Our team knows this venue quite well. It has one interesting property. The air is quite still at altitudes below 35-40 meters. But, at 40 meters and above there is a strong air draft that we call "jet". It appears due to uneven amount of sunlight coming through the east and west side windows. In the afternoon it changes direction to the opposite. This makes model steering challenging at high altitudes. Air movement in the Salt Mine is very slow, but the space is confined. In Kibbie Dome, on the contrary, there is plenty of space, but draft along the dome can be very strong.

The team trials for 2026 World will take place at 2025 Kibbie Dome Open. It's an annual event that happens in July. Vlad and Arend intend to attend it this year as well. Edmund Liem, our 1996 team member, plans to return and compete for the team. Two European flyers are moving to Canada and will also run for the team. With such a strong competition we hope to have for 2026 World strongest Canadian team ever!

1	Yuan Kang Lee	USA	58.38
2	Brett Sanborn	W/C	56.48
3	Corneliu Mangalea	ROU	56.31
7	Vladimir Linardic	CAN	52.34
11	Arend Borst	CAN	49.16
12	Dmytro Silin	CAN	47.31



Mathews (Canada).

Carbon wings were also used to win the previous World Championships in 2017. That model was a joint venture between Tony and Stepan Stefanchuk (Ukraine).

The new construction methods allow the possibility to produce complex 3 dimensions wing planform shapes with compound curves and even curved dihedral! Such structures were very difficult to realize with older techniques.

Models have continued the trend toward ever higher aspect ratios and smaller stabilizers with the slow but steady increase in performance. A practical limit of 1.9 meters wing span seems to have been reached. Technically, there is no reason why the span could not be pushed to well over 2 meters. However, the aerodynamic benefits will likely not be realized as smaller Reynolds numbers (with the associated smaller chords) limit the performance benefits from the lower induced drag of the higher aspect ratios.

Propellers have made the transition to carbon fiber over foam or balsa cores. Such propeller technologies are not new. But are now approaching universality. Almost all models use either the superb Andriukov (USA) variable pitch hub or the Vivchar unit of similar design. Very few models use fixed pitch anymore.

Some models even have the capability to view the real time altitude and position while in the air as well as the sink rate. Such technology is a marvel of miniaturization and was unthinkable on a category as lightweight as F1B only a scant 5-10 years ago.

Thermal detection has also gone high tech. Many flyers used thermal detection systems with wireless thermister (temperature) and anemometer (wind speed) devices transmitting data to be viewed on standard Android or Apple tablets at the flight line. Andriukov (USA) used up to 4 such devices all displayed on a single Android tablet!

With large numbers of flyers in the flyoffs and performance steadily increasing I anticipate the call to reduce the maximum rubber weight allowed (possibly to 25 or even 20 grams) and possibly the maximum weight to increase as well.

There are some concerns that such rule changes could trigger another round of high tech development and make models even more expensive than they already are. ✨

certain benefits. For example, this time when Richard's engine got broken both shaft and connection rod, it was successfully repaired with Yury's spare parts.

One more thing should be mentioned about last World Championship. It is the quality of fuel. Well, it was awful. First runs during practice days showed that the needle valve should be closed by 15-20% (for the similar atmospheric parameters) and settings were very sensitive. All symptoms pointed to one possible thing – fuel contains water. The only cure for this problem is to compress engines. All Canadian members made such adjustment and had consistent and powerful performance of their engines. However, it has to be admitted that at the day of World Championship not everyone pay attention to watery fuel and a lot of flights were spoiled by unstable engine work. ✨

FAI World Drone Racing Championship



2023 WDRC race track at the Namwon Sports Town complex, Korea

THE EVENT

Between October 6th and 9th, 2023, the 3rd edition of the FAI World Drone Racing Championship (WDRC) took place at the Namwon Sports Town complex in Jeollabuk-do, Korea. The event showcased 115 of the world's top FPV drone racing pilots from 29 different nations. The WDRC was meticulously organized by the Korea Aero Models Association (KAMA), in collaboration with the Federation of Korea Aeronautics (KFA), and was hosted by the city of Namwon. This championship was an integral part of the larger 2023 Namwon World Drone Festival.

The festival, widely advertised throughout the city of Namwon, featured numerous activities and drew a diverse crowd of spectators spanning various age groups. In addition to drone racing and drone soccer competitions, the event featured a commercial drone expo, flying booths for drone soccer, various simulators, as well as games and activities designed for children and families.

THE TEAM

Guided by team manager Ignacio Romero (BC) and team coach Ryan Walker (QC), the team consisted of five pilots. The pilots were selected based on their rankings in the 2022/2023 MultiGP Global Qualifier and the 2022/2023 MultiGP Canadian Qualifier fastest-3-consecutive-laps.

The 2023 WDRC Team Canada lineup included: Benjamin St-George (QC), Antero Sousa (ON), Antoine Deschênes (QC), Stéphanie Beaulieu (QC), and Jacob Isotalo (ON).

The last time a Canadian team competed in an FAI event of this



2023 Team Canada FPV, from left to right: Ignacio R., Antoine D., Ryan W., Benjamin S., Jacob I., Antero S., Stéphanie B., Phillip I.

magnitude was at the 1st FAI WDRC held in Shenzhen, China, back in 2018.

THE COMPETITION

Day 1: Friday, October 6th

Each team had a designated time to arrive for on-site registration and undergo technical inspection for all their quadcopters (quads). The inspection focused on validating elements such as radio link frequency, FPV video system, and ensuring video power output was within the 25-milliwatt limit, as well as verifying working LEDs with



Team Canada FPV members contemplating the 2023 WDRC race track

easily changeable colors via the radio, among other criteria.

Team Canada, along with Team USA, was scheduled for model processing at 12:20 PM, contributing to a less stressful and rushed morning. Despite the relaxed schedule, our team arrived early to familiarize themselves with the track and their designated pit area.

After successfully passing technical inspection for the three quads per team member and completing admission procedures, we returned to the pilot pit area to prepare our gear for practice.

Similar to model processing, each team was assigned a specific time for practice, with every country allotted 2 minutes of practice per pilot. Given Team Canada's five registered pilots, we had a total of 10 minutes. Initially scheduled for 1:33 PM, following Team USA, the practice phase experienced delays and was eventually postponed to Saturday morning. Only a few teams had the opportunity to practice the track that day, leading to frustration among affected teams. Fortunately, these concerns were addressed during the team manager meeting later in the day, involving discussions with KAMA organizers and FAI officials.

The grand opening ceremony commenced as planned at 7 PM, during dusk, illuminating the entire stadium. A sizable crowd eagerly awaited, as each team, adorned in their country jerseys, waved large and small flags while parading around the stadium track. The procession was televised and live-streamed from various angles. Team Canada took pride in representing their country and was thrilled to be part of the event. The ceremony concluded with live music, a captivating fireworks display, and an impressive drone light show.

Day 2: Saturday, October 7th

As per the new schedule, Team Canada had an early morning slot



Team Canada FPV parading during the 2023 WDRC opening ceremony

for practice. Despite the time constraints and the added pressure to perform, the team collaborated efficiently to make the most of the allotted 10 minutes of practice. Some of our pilots managed to fit in two flights, with a swift pit stop overseen by our experienced team coach, Ryan Walker. Unfortunately, Antero Sousa experienced a significant crash during practice, preventing him from completing a lap. Nonetheless, the rest of the team seized the opportunity to navigate the race track in real life and gauge their lap times. The extensive hours spent practicing on the simulator proved instrumental in learning the optimal racing lines and mastering the intricate elements of this unconventional yet highly challenging race



Team Canada FPV members during the official practice. Real teamwork!

track.

Following the practice session, the qualifiers commenced. The qualification process under FAI F9U rules required each pilot to participate in three rounds. The average of the best three laps from all rounds was then calculated to determine the ranking among other pilots. The competition was intense and demanding. Despite lacking experience in such a large-scale event, Team Canada pilots adeptly handled the pressure and performed admirably.

Out of 115 competitors, the qualification results were as follows:

1	MinChan Kim	Korea	20.714s
2	Silas Greever	USA	21.818s
3	Mason Lively	USA	21.867s
4	Changhyeon Kang	Korea	21.883s
86	Antero Sousa	CAN	32.150s
89	Antoine Deschênes	CAN	33.210s
91	Jacob Isotalo	CAN	33.341s
93	Benjamin St-George	CAN	33.761s
104	Stéphanie Beaulieu	CAN	38.873s

To access the official results from the 2023 FAI WDRC, signed by the jury, please visit <https://www.fai.org/wdrc2023-results>

Day 3: Sunday, October 8th

The big day everyone was waiting for: the elimination rounds. Following the qualifying stage, pilots were distributed into heats of four, competing for the coveted 1st and 2nd positions. The victors securing these top two spots advanced to the next winners round, while the rest moved to the consolation bracket, also known as the losers bracket, for a final opportunity to compete and progress. This tournament format is commonly referred to as a double-elimination format.

Regrettably, none of Team Canada's pilots qualified for the elimination rounds, which comprised only the top 64 fastest

pilots. Nevertheless, those who didn't make it to the top 64 had the chance to participate in two additional rounds for individual ranking.

The overall individual results for Team Canada were as follows:

1	MinJae Kim	Korea	
2	Jacob Capobres	USA	
3	Silas Greever	USA	
66	Antero Sousa	CAN	88.111s (3 laps)
74	Benjamin St-George	CAN	94.355s (3 laps)
77	Jacob Isotalo	CAN	96.698s (3 laps)
85	Antoine Deschênes	CAN	109.919s (3 laps)
98	Stéphanie Beaulieu	CAN	138.46s (3 laps)

Furthermore, Team Canada achieved standings in both the Junior and Women classifications. Among 40 juniors, Jacob Isotalo secured the 32nd position, while among 12 women, Stéphanie Beaulieu earned the 8th spot.

Out of 28 qualified nations, Canada secured the 19th position in the national team classification, accumulating a team score of 202.

The the results of the top 3 national team were as follows:

1	Korea	team score: 19)
2	USA	team score: 23
3	Japan	team score: 38

Finally, the results of the top 3 pilots from the overall individual classification who battled through all the elimination rounds from Sunday to Monday, were as follows:

1	MinChan Kim	Korea
2	Yuki Hashimoto	Japan
3	Victor Jonsson	Denmark





2023 WDRC national teams and organizers



World Drone Technical Report



FPV quadcopters, during model processing, featuring ultra compact LED strips

THE LED CONTROVERSY

While not a novel issue, the mandate for incorporating LEDs on quadcopters consistently generates controversy among FPV drone racing pilots. Event organizers, like the FAI, strive to transform drone racing into a spectator-focused show, yet some pilots struggle with the challenges of effectively integrating LEDs on racing drones, especially in the aftermath of significant crashes. Potential risks include circuit shortages or significant amperage draw, especially critical when regulations mandate the installation of a large amount of LED light bulbs. On the bright side, prior to the 2023 WDRC, the FAI ruling committee made a unanimous decision to reduce the mandatory LED light bulb count from 40 to 32, aiming to facilitate broader acceptance.

Advancements in LED technology have led to increased reliability, compactness, and, notably, enhanced power efficiency. Throughout the 2023 WDRC, ingenious applications of LED technology were evident, featuring strips with remarkably small, 5V-powered bulbs that consume low amperage while delivering intense brightness. The incorporation of COB LED into the FAI F9U rulebook proved to be a valuable addition.

DRONE SOCCER

Since May 2019, Drone Soccer has been introduced as a provisional class (F9A) in the FAI Sporting Code. This innovative air sport involves two teams, each comprising up to five players, with the objective of scoring the highest number of goals. Played in a designated "flying zone" measuring up to 20m x 10m, drone



Drone Soccer team from Hong Kong replacing the drone's plastic cage

soccer matches consist of three sets lasting three minutes each, and the drones, operated by pilots at either end, are encased in protective orbs illuminated with colorful LED lights for easy team identification. Drone soccer has gained significant popularity in Asian countries, especially among young students, often integrated into after-school robotic programs in many schools.

For the first time, the 2023 FAI WDRC featured national team competitions in drone soccer, with numerous nations participating. While drone soccer is not yet widely popular in Canada, it is gaining traction in the USA, particularly through the efforts of the US Drone Soccer organization. Drone soccer could potentially expand to Canada, especially if more and more drone soccer competitions take place worldwide. ✈️

ARCHIVES

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From "The Aircrafter" Club newsletter of the Galt Model Aircrafters, Galt, Ontario.

ROGERSON'S CANADIAN RECORD STICK

Author: Ernie Barrie

March 1940

"This month, The Aircrafter has been very fortunate in procuring plans for the Fred Rogerson's record breaking stick model. Most model builders who attended the 1939 Canadian Nationals will remember its lazy twenty minute thirty-six second flight over the airport.

"There are a few interesting points about its design which should be brought to the reader's attention.

In the construction of the wing all the ribs are cut to the section shown in the drawing. A rib template is then made including a tab shown in the dotted line. The ribs are made in pairs and the trailing edge cut to proper length. Next place the template over the ribs and using the centre shown on the tab rotate the template until its top surface intersects the lower surface of the rib. The top surface of the rib is then cut to the template. This process gives a fairly accurate rib and greatly simplifies the plotting of ribs for a tapered wing.

"The trailing edge of the rudder is made of two one-sixteenths square strips bent to shape and then cemented together. The

bottom rib of the rudder is made in a similar manner. The rudder is cemented to the stabilizer and the whole unit is held in place with rubber bands.

"Modellers who decide to build this ship will find it not only a simple job but a first rate performer as well."

As indicated, this article originates from the Galt Model Aircrafters of Galt Ontario. The Club is no longer listed within the MAAC club listings and your Archivist would be very pleased if someone could provide an update regarding this pre-MAAC club's history.

Both Fred J. Rogerson and Ernie Barrie are listed as members of the Aviation League of Canada, which was one of the precursors of our present-day MAAC. ✨

ARCHIVES

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Extrait du bulletin « The Aircrafter » du Club Galt Model Aircrafters de Galt (Ontario).

LA MAQUETTE EN BÂTONNETS DE ROGERSON, DÉTENTRICE D'UN RECORD CANADIEN

Auteur : Ernie Barrie

Mars 1940

« Ce mois-ci, l'Aircrafter a eu la chance de pouvoir se procurer les plans de la maquette (construction par bâtonnets) qu'a conçue Fred Rogerson et qui est détentrice d'un record. La plupart des modélistes qui se sont rendus aux Épreuves canadiennes de 1939 se souviendront de son exploit, un vol plutôt paresseux de 20 minutes et 36 secondes au-dessus de l'aéroport.

« Voici quelques points intéressants à relever aux lecteurs, quant à son design. Dans la construction des ailes, toutes les nervures (les ribs) ont été découpées selon la section illustrée sur les plans. Un gabarit de nervure est ensuite fabriqué, y compris une petite languette (tab) sur la ligne pointillée. Les nervures sont fabriquées en paires et le bord de fuite est coupé à la bonne longueur. Ensuite, placez le gabarit par-dessus les nervures et, à l'aide du centre illustré sur la languette, faites faire une rotation au gabarit jusqu'à ce que le dessus intersecte la surface inférieure de la nervure. La surface du dessus de la nervure est ensuite coupée selon le gabarit. Ce procédé vous donnera une nervure assez précise et simplifie de beaucoup la planification des nervures qui changent de dimension en raison du plan évasé des ailes (tapered wings).

« Le bord de fuite du gouvernail de direction est constitué de deux longueurs

carrés (de 1/16 de pouce) qu'on plie pour lui donner sa forme et qu'on colle ensuite. La nervure du bas sur le gouvernail de direction est façonnée de la même façon. Le gouverneur de direction est collé au stabilisateur et l'unité au complet tient en place à l'aide d'élastiques.

« Les modélistes qui décideront de construire cet aéronef s'apercevront qu'il est facile à assembler mais qu'il est aussi un appareil aux performances très honnêtes. » (traduction libérale)

Comme indiqué, cet article provient du bulletin du club mentionné. Celui-ci n'est plus répertorié au sein du MAAC et votre archiviste aimerait bien recevoir une mise à jour de la part de quelqu'un, histoire de compléter l'historique de ce club qui date d'avant même la création du MAAC.

Fred J. Rogerson et Ernie Barrie figurent tous deux à titre de membres de l'Aviation League of Canada, l'un des organismes précurseurs de notre MAAC moderne. ✨

VOL LIBRE EXTÉRIEUR

Roy Smith - 7759

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Dans le cadre de cette deuxième chronique que je rédige pour le compte du Comité du vol libre extérieur, j'aimerais expliquer quelques-unes de mes ambitions futures et vous demander de l'aide afin d'atteindre ces objectifs. Avant de me lancer, j'aimerais rappeler à tout le monde ces dates d'événements, au cours de l'été.

Il s'agit de ceux dont je suis au courant – s'il y en a d'autres, j'apprécierais qu'on m'en informe, afin que j'en fasse de même grâce à cette chronique. Notez que certains de ces événements se déroulent aux États-Unis – mais plusieurs Canadiens y prennent part – et d'ailleurs, des Canadiens contribuent aux préparatifs de certains d'entre eux.

Je peux offrir ces détails – vous n'avez qu'à m'envoyer un courriel, au aeronut@kos.net.

14 au 16 juin : Empire State Free Flight Championships, à Geneseo (New-York)... environ 40 événements sous l'égide de l'AMA, de la FAC, de la NFFS et de SAM

29 juin : Coupe du Canada Cup à New Tecumseh (Ontario). En vedette, catégories FiA, B, C, Q, G, H et J/P de la FAI

30 juin : Coupe Huron Cup, New Tecumseh (Ontario). En vedette, catégories FiA, B, C, Q, G, H, J/P de la FAI

22 au 26 juillet : US Open Championships (les NATS) à Muncie (Indiana). Plus de 70 épreuves mettant en vedette des catégories de l'AMA, de la FAC, de la FAI, de la NFFS et de SAM

16 au 18 août : Pirate Challenge à Geneseo (New-York). En vedette, seules des épreuves de la FAC

31 août au 1er septembre : Épreuves de qualification d'équipe FAI pour les catégories FiA, FiB et FiC à New Tecumseh (Ontario); la journée en réserve a été fixée au 2 septembre

6 au 8 septembre : Great Grape Gathering à Geneseo (New-York). En vedette, environ 40 épreuves de l'AMA, la FAC, la NFFS et SAM.

Puisque nous n'avons plus d'Épreuves nationales (NATS) au Canada, je recommanderais fortement le championnat USOC de Muncie (Indiana), si vous voulez inscrire quelque chose à votre calendrier. Il s'agit d'une semaine entière de plaisir en compagnie de modélistes qui partagent les mêmes goûts en vol libre extérieur; les événements disputés répondront à toutes les aspirations. Le terrain en soi est superbe (environ 1 000 acres) et dispose d'installations exceptionnelles, y compris des chemins asphaltés et un musée consacré à l'aéromodélisme.

Cet endroit est raisonnablement accessible depuis plusieurs points du Canada. Depuis l'Est ontarien où j'habite,

je pouvais m'y rendre en une seule journée lorsque j'étais plus jeune mais maintenant que je suis octogénaire, je prends deux jours pour effectuer le trajet.

Je reviens à mes ambitions pour cette chronique et pour le Comité, et j'espère que vous êtes nombreux à partager les mêmes objectifs :

Premièrement, je veux encourager la communication bidirectionnelle entre tous les membres du MAAC qui nourrissent un intérêt pour le vol libre extérieur; ainsi, j'aimerais déterminer quels sont nos objectifs communs afin de les réaliser ensemble.

Je demanderai au MAAC d'envoyer un courriel en mon nom à tous les membres qui ont justement exprimé leur intérêt pour le vol libre. Cette chronique dans les pages de notre revue sert d'avenue afin de fournir des renseignements depuis la direction du comité en question mais elle n'est pas une bonne voie de communication bidirectionnelle afin d'accomplir certaines choses.

On m'a offert une donnée importante après que j'aie formulé ma demande : des 6 000 membres du MAAC en règle à ce moment-là, quelque 959 ont exprimé un intérêt pour le vol libre. C'est un chiffre important et j'espère arriver à nous réunir comme groupe uni afin d'appuyer et de faire croître le vol libre extérieur au Canada. ✨

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FREE FLIGHT OUTDOORS VOL LIBRE EXTÉRIEUR



Roy Smith - 7759

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In this second column for the Free Flight Outdoor Committee I would like to outline for you some of my ambitions for the future, and enlist your help in achieving those goals. Before getting to that, however, I would like to remind everyone of the dates of Outdoor Free Flight events this summer.

These are just the ones that I am aware of – if there are others I would very much appreciate the opportunity to let fliers know about them in this column. You will note that some of these events are held in the USA – but many Canadians attend – and Canadians participate in the organization of some of them.

I can provide more details – just email me at aeronut@kos.net

June 14-16 Empire State Free Flight Championships, Geneseo, NY. ~ 40 events, AMA, FAC, NFFS, SAM

June 29 Canada Cup, New Tecumseth,

ON. FAI F1A, F1B, F1C

June 30 Huron Cup, new Tecumseth,

ON. FAI F1A, B, C, Q, G, H, J/P

July 22-26 US Open Championships (The NATS), Muncie, IN. Over 70 events. AMA, FAC, FAI, NFFS, SAM

August 16-18 Pirate Challenge, Geneseo, NY. FAC events only.

August 31, Sept 1 FAI Team Trials for F1A, F1B, and F1C, new Tecumseth, ON – reserve day Sept 2.

September 6-8 Great Grape Gathering, Geneseo, NY. ~40 events, AMA, FAC, NFFS, SAM

As we no longer have a NATS in Canada I would strongly recommend the USOC in Muncie, IN, as something to put on your calendar. It is a week full of flying fun with a few hundred like-minded fliers of outdoor free flight, covering a host of event styles to suit every palate. The field is superb (~1,000 acres) and contains exceptional facilities, including paved roads and an extensive museum devoted to aeromodelling matters.

The location is reasonably convenient from many locations in Canada. From

Eastern Ontario, where I live, I could get there in one day when I was younger, but I take two days now that I am in my mid 80's.

To get to my ambitions, which I hope many of you share, they are as follows:-

My first goal is to encourage two-way communications between all members of MAAC who have an interest in outdoor free flight and thus to determine what common goals we have that we can achieve together.

I will be asking MAAC to send out an email on my behalf to all members who have expressed an interest in Free Flight. This column in the magazine is an avenue for providing information “top down” but is hardly useful as a two-way communications medium for getting things done.

One fact that I was provided with as a result of my request is that, of the roughly 6,000 members of MAAC who were registered at that time, 959 had expressed an interest in Free Flight. That is an impressive number and I hope to get us together as a cohesive group to support and grow the activity of Outdoor Free Flight in Canada. ✈

VOL LIBRE INTÉRIEUR

Dmytro Silin - 86654

Chef de Comité

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FID

La mise à jour d'importance pour ce numéro provient de notre équipe de FID. En mars dernier, nous avons participé au Championnat mondial 2024, disputé dans la mine de sel en Roumanie... et nous sommes revenus avec la médaille de bronze! Consultez le compte-rendu et quelques photos ailleurs dans ce numéro de Model Aviation Canada. On retrouve aussi un album de photos grâce à ce lien :

<https://1drv.ms/a/s!ArFV8Z2Phbz8hYILDYoVidoHSxkgkw?e=ciOyDo>

CONCOURS POSTAL

Entre le 1er janvier et le 1er mai, nous avons présenté un autre concours postal virtuel. C'est le troisième que nous avons organisé par le biais de notre groupe Facebook. Les deux premiers ont été dévoilés au cours de la pandémie de COVID-19. Le Scarps était la maquette sélectionnée à ces deux occasions. Cette fois, nous avons choisi le Wasp, un design qui remonte à 1940. Nous avons répertorié 21 inscriptions, le meilleur chrono étant de 2 minutes et 41 secondes (sous un plafond de 55 pieds). Ma maquette n'a réussi qu'un vol de 45 secondes sous un plafond de 20 pieds. Ces installations étaient handicapées par des conduits d'aération et des tuyaux au plafond. Je n'avais remonté le moteur à élastique qu'à 40 ou 45 % de sa capacité afin de ne pas heurter ces obstacles. Les pointages de vol ont été remis à zéro le 1er mai. L'événement, toutefois, a été prolongé jusqu'au 1er septembre. Vous trouverez tous les renseignements au <https://indoorfreeflight.com/wasp.html> ainsi que sur la page Facebook du groupe.

Un autre concours postal existe – le Sky Battle 2024 – cette fois pour des maquettes encore plus simples. Vous pouvez ainsi

inscrire n'importe quel kit de maquette à propulsion élastique qui peut décoller d'elle-même. Vous trouverez les détails au : <https://www.skybattle.org>.

Le calendrier hors-ligne des prochains mois compte plusieurs rassemblements aux États-Unis. Le Championnat Midwest States Championship sera disputé du 25 au 27 mai à Kent (Ohio). Les US Indoor NATS, eux, seront présentés du 1er au 5 juillet au Kibbie Dome de Moscow (Idaho). Notre équipe de FID a l'intention d'être de la partie. Le Championnat mondial de 2026 sera justement disputé sous le dôme de Kibbie. Nous avons besoin de toute la pratique que nous pouvons accumuler.

MEMBRES DU COMITÉ

En ma qualité de président du Comité,

j'invite les personnes à en faire partie. Au moment d'écrire ces lignes, seules les zones E, G et L du MAAC sont représentés au sein de celui-ci. Ce serait merveilleux de voir s'ajouter d'autres modélistes en provenance des autres zones. Veuillez me faire signe si vous êtes intéressé et/ou si vous faites déjà voler des maquettes de vol intérieur.

Comme toujours, vous êtes cordialement invité à joindre les rangs du groupe de vol libre intérieur sur Facebook; il s'agit d'une plateforme toute désignée afin de présenter des discussions, des feuilles de pointage, des blogues de construction et des vidéos de vols réussis. On retrouve aussi en ligne plusieurs kits de maquettes toutes simples. Joignez-vous au groupe et lisez le message de bienvenue – il vous dira comment lancer votre carrière en vol intérieur. ✈



FREE FLIGHT INDOOR



Dmytro Silin - 86654

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F1D

The major update for this issue comes from our F1D team. In March, we participated in 2024 World Championship in the salt mine, Romania, and came back with bronze medals! See report and some pictures in this issue. A photo album can be found here:

<https://1drv.ms/a/s!ArFV8ZzPhbz8hYILDYoVidoHSxkgkw?e=ciOyDo>

POSTAL CONTEST

From January 1 to May 1, we had another Online Postal Contest. This is the third one ran in our Facebook group. The first two were held through the COVID-19 pandemic. The model for these two events was Scarps. This time, the Wasp design was selected,

originating in 1940. There were 21 entries with a maximum flight time of 2 minutes and 41 seconds (flown in a 55-foot site). My model flew only 45 seconds in a 20-foot hangar. The site had a lot of ducts and pipes at the ceiling. I was putting in only 40-45% of maximum turns for a safe, no-touch flight. The flight scores were reset on May 1. The event, however, was extended until September 1. All the information can be found on <https://indoorfreeflight.com/wasp.html> and in our Facebook group.

There is another Postal Contest for even simpler models -- Sky Battle 2024. You can entry this one with any rubber-powered model kit that can take off the ground. Details can be found here: <https://www.skybattle.org>

The offline calendar for the upcoming months has several events in the US. Midwest States Championship will be on May 25-27 in Kent, Ohio. The US Indoor

NATS will be on July 1-5 in Kibbie Dome, Moscow, Idaho. Our F1D team is planning to attend. The 2026 World Championship will be held in Kibbie. We need all the practice we can have.

COMMITTEE MEMBERS

As a Committee Chair, I'm inviting people to join our Committee. As of now, we have only Zones E, G, and L represented. It would be great to see more zones and flyers engaged. Please reach out if interested and/or if you already fly indoor.

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. ✈

MAQUETTES RC ÉLECTRIQUES

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SYSTÈME DE FORMATION AU PILOTAGE

De nos jours, presque tous les nouveaux venus effectuent leur entrée au sein de notre passe-temps par le biais d'une maquette de formation à propulsion électrique, habituellement l'une des maquettes d'Horizon Hobby comme l'Apprentice ou l'AeroScout. Caractéristique fondamentale de ces maquettes : l'émetteur Spektrum comprend une fonction de formation sans fil (Wireless Trainer, ou WLT). Cette fonction de formation est simple à faire fonctionner : l'émetteur de l'instructeur contrôle la maquette en vol mais on peut en transférer le contrôle à l'émetteur de l'élève-pilote en appuyant sur un bouton ou en actionnant un commutateur (une bonne vieille « switch »). L'instructeur peut reprendre le contrôle instantanément, au besoin.

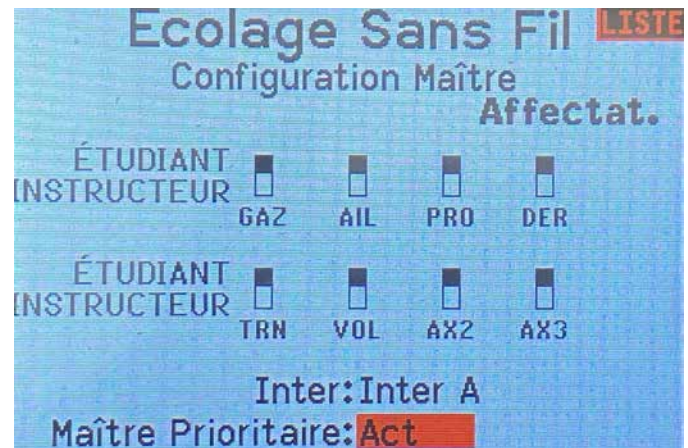
L'appariement par mode WLT à l'aide d'un émetteur numérisé Spektrum (DX6e ou NX8) débute en se rendant au titre « Trainer » sur le menu défilant et en sélectionnant « Wireless Trainer ». On se retrouve en présence de deux options de base. En mode « Standard Instructor » (« Programmable Master sur les émetteurs DX), toutes les voies (channels) sont assignées à l'élève-pilote lorsque l'instructeur lui transfère le contrôle. Ainsi, les deux émetteurs doivent être entièrement configurés afin de pouvoir piloter la maquette, y compris le mixage et les réglages.

En contraste, le mode « Pilot Link » ne transfère que des voies qui ont été délimitées à l'élève-pilote, les autres demeurant sous le contrôle de l'instructeur. Par défaut, « Pilot Link » transfère les quatre fonctions de base des manettes (voies 1 à 4) mais on peut les sélectionner selon nos besoins; parfois, les instructeurs préfèrent contrôler les gaz – par exemple – ou encore, l'élève-pilote peut se voir confier les volets (flaps) sur la voie 6 (Aux1).

En la plupart des situations de formation au pilotage, le mode « Pilot Link » s'avère idéal. L'émetteur affecté à l'élève-pilote agit comme simple modèle par défaut. Son rôle : une boîte-école simpliste dont les manettes fonctionnent. Tout mixage, réglages et autres fonctions faisant appel à un fonctionnement « intelligent » réside en l'émetteur-instructeur. L'émetteur-élève, en configuration « Pilot Link WLT » peut s'avérer tout aussi fonctionnel qu'un émetteur DSMX ou DSM2. Un choix populaire : l'émetteur Spektrum DXS qui est inclus avec les maquettes prêtes à voler.

On peut aussi configurer le DXS à titre d'émetteur-instructeur si on installe un récepteur SPM9747 qui peut se connecter à l'émetteur-élève. En raison de cet arrangement, l'option « Pilot Link » n'est pas disponible, si bien que l'émetteur-élève doit être en mesure de contrôler toutes les voies en fonction sur la maquette, y compris le mode de vol (voie 5) et le rétablissement en cas de panique (panic recovery), la voie 6.

Lorsque configurée de cette façon, une paire d'émetteurs DXS constitue une combinaison d'apprentissage très efficace pour les maquettes guidées par Spektrum ainsi que les maquettes de base de type appariement-et-volez (BNF). Mais si vous désirez ajouter le mixage et des réglages comme le déplacement des bras de servo (servo travel) et l'exponentiel, il vous faudra recourir à un



NX8 in Standard Instructor mode. Note that all eight channels are transferred to the student. Émetteur NX8 en mode Standard pour la formation. Notez que les huit voies (channels) sont transférées à l'élève-pilote.

émetteur-maître numérique.

Si vous voulez consulter un résumé clair et détaillé sur la façon de configurer votre émetteur Spektrum en boîte-école sans fil, consultez le <http://www.rcgroups.com/forums/member.php?u=468986>. Sous « Spektrum Transmitters, NX Series, General Info/Tips/Tricks », vous trouverez plusieurs affichages (d'usagers) sur divers aspects de l'utilisation des émetteurs NX. L'un d'entre eux traite de la boîte-école Spektrum sans fil et offre un document PDF et des instructions détaillées. Bien que centré sur les usagers d'émetteurs de série NX, ce bloc d'information peut aussi être utile pour les utilisateurs des émetteurs iX et DX.

Tandis que vous jetez un coup d'œil au blogue de Flightengr, examinez les autres articles. Ils offrent une mine de renseignements, surtout au sujet de l'équipement Spektrum mais on retrouve aussi du matériel sur le RadioMaster TX16S.

Une configuration pour formation sans fil peut aussi être installée sur plusieurs émetteurs qui n'appartiennent pas à la gamme Spektrum. Exigences fondamentales pour l'émetteur-instructeur : (1) compatibilité avec le récepteur embarqué (dans la maquette) et (2), que l'émetteur soit doté d'un récepteur qui soit compatible avec l'émetteur-élève. Exemple : le RadioMaster TX16S à titre d'émetteur-instructeur qui utilise son module Multi interne afin de contrôler une maquette munie d'un récepteur FrSky. Histoire d'appairer un émetteur-élève comme le DXS, le TX16S pourrait être doté d'un deuxième module Multi qui serait branché sur l'extérieur et configuré selon le protocole DSM-Receive.

On peut aussi recourir à un arrangement avec fil sur plusieurs émetteurs. Les émetteurs Spektrum plus récents comme la série NX ne sont pas dotés d'une prise servant à brancher le fil d'appariement, mais on peut se procurer un adaptateur. On ne peut pas se servir d'un émetteur DXS en configuration de formation « avec fil ».

La disponibilité d'une configuration pour l'écolage est très pratique, non seulement pour la formation mais aussi pour obtenir (ou offrir) de l'aide lorsqu'un pilote essaie une nouvelle maquette ou qu'il tente une nouvelle manœuvre. ✨

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TRAINER SYSTEMS

Nowadays, almost all newcomers enter our hobby by way of an electric-powered trainer, usually one of the Horizon Hobby models such as the Apprentice or the AeroScout. A key feature of these models is that the Spektrum radio system includes Wireless Trainer (WLT). The Trainer function is very simple to use: the instructor's transmitter flies the model, but control can be transferred to the student's radio by the press of a button or the flip of a switch. The instructor can take back control in an instant if necessary.

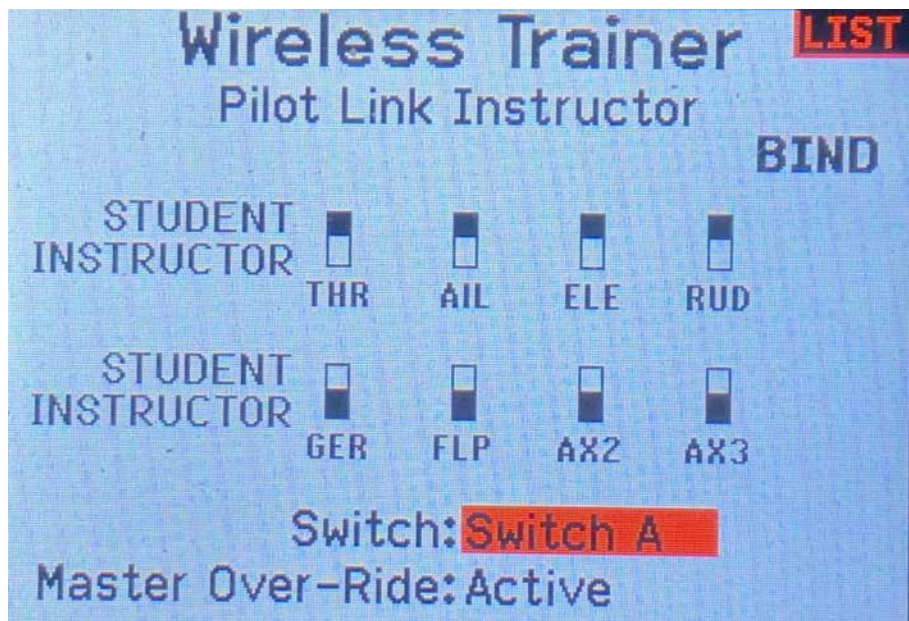
Setting up a WLT pairing using a computerized Spektrum transmitter such as DX6e or NX8 starts by going to the Trainer heading on the System Set-Up menu and selecting Wireless Trainer. This offers two basic options. In Standard Instructor mode (Programmable Master in DX radios) all channels are assigned to the student when the instructor hands over control. Thus, both radios must be fully configured to fly the model, including all mixes and adjustments.

In contrast, Pilot Link mode only transfers specified channels to the student, with the rest remaining under the instructor's control. By default, Pilot Link transfers the four basic stick channels (channels 1-4), but this is fully selectable; instructors sometimes prefer to control throttle, for example, or the student can be given flap control on channel 6 (Aux1).

In most instructional situations, Pilot Link is the way to go. The student transmitter acts as a plain, simple default model. Its role is that of a dumb buddy box with just the sticks functional. Any mixes, adjustments or other "intelligence" reside with the instructor radio.

The student radio in a Pilot Link WLT set-up can be just about any functional DSMX or DSM2 transmitter. A popular choice is the Spektrum DXS transmitter included with RTF models.

The DXS can also be used as the



NX8 in Pilot Link mode. Note that only the first four channels are transferred to the student. / Émetteur NX8 en mode P-Liaison Maître, si vous avez sélectionné le menu en français (Pilot Link Instructor). Notez que seules les quatre premières voies sont transférées à l'élève-pilote.

instructor radio if an SPM9747 receiver is installed to connect with the student radio. In this arrangement, the Pilot Link option is not available, so the student radio must be able to control all channels used by the model, including flight mode (channel 5) and panic recovery (channel 6).

Set up this way, a pair of DXS radios make a very simple and effective instructional set-up for Spektrum-equipped trainers and basic BNF models. But if mixing and such adjustments as servo travel and expo are desired, a computerized master transmitter is required.

For a clear and detailed account of setting up Spektrum wireless trainer, go to: <https://www.rcgroups.com/forums/member.php?u=468986>

There, under Spektrum Transmitters, NX Series, General Info/Tips/Tricks you will find a whole series of posts about various aspects of NX transmitter usage. One of these deals with Spektrum Wireless Trainer and provides a PDF document with step-by-step instructions. Although specifically aimed at NX users, this should be very helpful for iX and DX radios.

While in Flightengr's Blog, take a good

look at the other items. They provide a wealth of information, mostly about Spektrum equipment but now also including material about the RadioMaster TX16S.

A wireless trainer arrangement can also be set up with many transmitters other than Spektrum. The key requirements of the instructor radio are that it be (1) compatible with the receiver in the model, and (2) equipped with a receiver compatible with the student radio. An example would be a RadioMaster TX16S as instructor radio using its internal Multi module to control a student radio such as DXS, the TX16S could have a second Multi module plugged into its external bay and set to DSM-Receive protocol.

A wired trainer arrangement can also still be used with many transmitters. The newer Spektrum radios such as the NX series lack a wired trainer jack, but an adapter is available. The DXS cannot be used in a wired trainer set-up.

Having a trainer arrangement available is very useful, not only for initial instruction, but also for getting (or giving) help with a new model or learning a new manoeuvre. ✨

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R/C PYLON

Roy Andrassy - 10064-L CD

Committee Chair

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Hello, race fans. This pylon report will be short. I just got back from Phoenix and my to-do list is taking all of my time.

My last EF1 race was held in Mesa on Sunday April 28th. My good friend Tom Dooly was my caller for the whole morning and he did an excellent job of guiding around the two-pole course. After five rounds of competition, we won the contest. The Rickey Rat EF1 airplane is very fast and grooves really well. Thanks Danny Kane for designing this great bird and to Cory Paine from Ontario for building it for me. (picture enclosed).

The CPPRA (Canadian Prairie Pylon Racing Association) is finally arranging some pylon races this year. Yahoo! COVID-19 and all of the MAAC regulations have shut down our racing for at least two years. The Calgary Pylon race will be held over the July 27-28th weekend. CD will be Ted Ellefson. The Saskatoon Pylon race will be held over the August 17-18 weekend. CD will be Jeff Martin.

Details are still being worked out for a potential two-day Q500 race in Medicine Hat sometime in September. More information will follow in time.

I will be heading to Muncie, Indiana for the AMA Pylon Nats on July 4th. This is always a great contest but it can be very gruelling for sure.

That's it for this edition of Stampede pylon racing. Fly fast and turn left. ✈



Roy Andrassy (l.), Tom Dooly (r.). Fast Rickey Rat EF1 aircraft. / Roy Andrassy (à g.) et Tom Dooly (à dr.). La maquette est un Fast Rickey Rat pour l'épreuve Electric Formula 1 (EF1).

COURSE AUTOUR DE PYLÔNES

Roy Andrassy - 10064-L CD

Chef de Comité

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Bonjour, amateurs de course. Cette chronique sera courte. Je reviens tout juste de Phoenix et ma liste de choses à faire monopolise tout mon temps.

J'ai disputé ma dernière course en EF1 à Mesa, le dimanche 28 avril. Mon bon ami Tom Dooly était mon observateur tout au long de la matinée et a effectué un travail du tonnerre en me guidant sur le parcours à deux pylônes. Après cinq rondes, nous avons remporté le concours.

La maquette Rickey Rat EF1 est très rapide et vole comme si elle se trouvait sur des rails. Merci à Danny Kane d'avoir conçu ce merveilleux oiseau et à l'Ontarien Cory Paine de me l'avoir construite. (photos à l'appui)

La Canadian Prairie Pylon Racing Association (CPPRA) est finalement en train de planifier des courses, cette année. Youppi! La pandémie de COVID-19 et les règlements du MAAC avaient fait cesser la course au cours des deux dernières années. Les épreuves de course à Calgary auront lieu les 27 et 28 juillet (fin de semaine). Ted Ellefson agira à titre de directeur de course. La fin de semaine des courses autour de

pylônes de Saskatoon, elle, se déroulera les 17 et 18 août. Son directeur de course sera Jeff Martin.

Les détails demeurent à peaufiner mais il se pourrait que des épreuves de course Q500 soient offertes à Medicine Hat pendant deux jours en septembre. Renseignements en temps et lieu.

Je me dirigerai vers Muncie (Indiana) à l'occasion des Pylon Nats de l'AMA américaine, le 4 juillet. C'est un concours au calibre très relevé et c'est exigeant.

C'est tout pour cette édition de courses autour de pylônes depuis Calgary. Pilotez en fonction de la vitesse et virez à gauche!

✈

COPIES VOLANTES RC

Scott Crosby - 23964

Chef de Comité

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Scott Crosby a décidé de tirer sa révérence de la présidence de ce Comité afin de concentrer son énergie à remettre son Tiger Moth à l'échelle réelle en état de vol. C'est une bien grande pointure à remplacer et j'espère tout juste enrichir la vie des modélistes de la même énergie positive que ce qui le caractérisait. Scott a décidé de demeurer à titre de membre du Comité, de sorte à ce que nous puissions profiter de sa sagesse et de son expérience.

Au moment où je suis arrivé au sein du Comité, il y a bien des années, j'ai demandé à Scott ce que ça comprenait. Il m'a remis l'énoncé de mission : faire la promotion des copies volantes, des événements et de la passion organisationnelle pour ce volet, des clubs à l'échelle nationale. C'est cette vision que je tenterai de mettre en œuvre.

Je construis et pilote des copies volantes depuis mon enfance. J'ai grandi sous la tutelle de mon père – fervent concurrent en matière de copies volantes – qui expérimentait et qui concevait sans cesse. Je fais partie d'une génération de modélistes plus jeunes, aussi cela me procure-t-il une perspective différente quant à l'évolution de ce passe-temps.

Mes intérêts couvrent une panoplie de copies volantes, des petits foamies PNF aux petits-gros de construction artisanale que j'ai aidé à concevoir. J'ai travaillé à l'aide de toutes sortes de matériaux et de techniques de construction. Hélas, même si cette formule n'est pas populaire, mon parc d'avions est exclusivement composé de maquettes électriques. Après avoir essayé la motorisation classique, j'ai effectué ma conversion il y a environ huit ans. Je trouve que ces appareils électriques comportent leur part de défis uniques et d'occasions à saisir et, personnellement, je crois que cela fait de nous de meilleurs voisins, point à ne pas négliger au fil des ans.

Dans la région d'Edmonton, mon père et moi avons créé une page Facebook afin de regrouper les modélistes de copies volantes. Nous partageons nos projets, événements et rassemblements. Depuis quatre ans, nous avons organisé un rassemblement annuel à Edmonton afin de mettre en vedette les copies volantes et afin de permettre à tout le monde de se rencontrer face à face.

J'ai contribué à Model Aviation Canada par le passé en rédigeant des articles et en offrant mon point de vue à même cette chronique, mais il s'agira de ma toute première occasion d'assumer un plus grand rôle et de lancer une nouvelle ère au sein de notre discipline au Canada. ✈



Seagull Decathlon. Built out of the box and flown with glow power for many years, it has been converted to electric and serves to knock the rust off my fingers each spring. This aircraft is almost 20 years old. / Decathlon (un produit de Seagull). Je l'ai assemblé de toutes pièces pour le vol motorisé conventionnel pendant plusieurs années; cette maquette est maintenant à propulsion électrique et me sert à me délier les doigts, chaque printemps. Elle a presque 20 ans.



VQ P-40 ARF, my first IC warbird. I flew this one out of the box, The poor flying habits of this airplane eventually killed it, but it taught me many things along the way. / Mon P-40 presque prêt à voler (un produit VQ), mon premier coucou de guerre à combustion interne. Je l'ai construit depuis ce kit. Les caractéristiques de vol médiocres de cet appareil ont eu raison de lui mais j'ai appris bien des choses, en cours de route.



DuraFly BF-109E These foam warbirds are a fantastic way to enjoy the hobby in a stress-free manner. / Un BF-109 (de DuraFly). Ces coucous de guerre en mousse s'avèrent une excellente façon de profiter du passe-temps sans trop de stress.

R/C SCALE

Scott Crosby - 23964

Committee Chair

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Scott Crosby has decided to retire as Scale Committee Chairman in order to focus energy on his full-scale Tiger Moth restoration. He has left big shoes to fill, and I can only hope to enrich the lives of modelers with the positivity that was his trademark. Scott has elected to stay on as a Committee member so that his wisdom and experience will not be lost.

Years ago, when I joined the Scale Committee, I asked Scott what it entailed. He bestowed upon me our mission statement: to promote scale modelling, events, and passion within the organization from the club level to the national level. This is the vision I intend to execute.

I have been building and flying scale models since I was a small boy. I grew up under the direction of my father, a scale competitor, persistent experimenter and designer. Being a part of the younger generation of modelers has also given me a different perspective on the evolution of the hobby.

My interests span across a wide variety of scale models, from small foamy PNF aircraft to giant scale scratch-built projects that I had a hand in designing. I have worked with all manners of materials and construction techniques. Alas, as unpopular as it is, my fleet is now all-electric. After dabbling in glow power, I converted approximately eight years ago. I find electrics offer unique challenges and opportunities and personally believe they make us better neighbours, a point which seems to become more important as the years go by.

In the Edmonton area, my father and I have created a Facebook page to bring Scale modelers from all over Alberta together. We share our projects, events and gatherings. For the last four years, we have held an annual event in Edmonton to celebrate Scale and give everyone a chance to meet face to face.

I have contributed to Model Aviation Canada in the past, writing articles and offering my insights in this column, but this will be my first opportunity to take on a larger role and usher in a new era of Scale modelling in Canada. ✨



KI-61 Bubbletop. 94" W/S, Guy Fawcett's design, scratch-built. This photo was taken just before the test flight prior to paint and detail. / KI-61 "bubbletop". Envergure de 94 pouces, c'est un design de Guy Fawcett (construction artisanale). Cette photo a été croquée juste avant le vol inaugural, avant l'ajout de la livrée finale (peinture) et des détails de finition.



Phoenix 1/4 Scale Waco (89") 12s electric power, ARF makeover completed in 2020 including repaint and detail work. Un Waco à l'échelle 1/4 (produit de Phoenix). / Envergure de 89 pouces, batterie 12S, cette maquette presque prête à voler a été l'objet d'une remise à neuf en 2020, dont une nouvelle livrée (peinture) et des détails de finition.



E-Flite F-18 Awesome little ducted fan, my first foamy (I was late to the game) The sound of these new ducted fans has me hooked! / Un F-18 du fabricant E-Flite. Merveilleuse petite maquette de type ducted fan, c'était mon premier foamie (j'y suis parvenu plutôt tard). Le son de ces nouvelles unités m'en ont rendu gaga.

Free Flight Worlds

from page 31

1939 Bendix, New Jersey

F. Bower 2nd. L. Walters 8th. T. Booth 10th. Lord Kenneth Thomson also went with the Canadian Team.

There were World Championships every year so I do not want to bore you with the details, however, I would like to continue with the 'modern era' of aircraft modeling.

1959 Bourg-Leopold, Belgium

F1A Glider Tam Thompson 17th. F1B. Wakefield Jack Mc. Gillivray 3rd. Don McKenzie 6th.

1961 Leuthkirch, Germany

F1C Gas power George Parry 7th. F1B Keith Bousfield 12th.

1963 Wiener- Neustadt, Austria

F1A Glider Ernie Avory 2nd. Peter McQueen 5th. Tam Thompson 48th. F1B Wakefield Jack McGillivrey 7th.

1971 Save, Sweden

F1C Power John Foley 5th. Dave Sugden 7th. Note: The Canadian Film Board sent a camera crew to film the contest. You may want to see it on YouTube, look for "180 is Max."

1975 Plovdiv, Bulgaria

F1A Glider Peter Allnutt 2nd. F1B Wakefield Jack McGillivray 9th. F1C Power Mike Burns 3rd.

1979 Taft, California

F1B Wakefield Dan O'Grady 3rd. F1C Power – Frank Schlacta

5th.

1985 Livno, Yugoslavia

F1C Power Tony Mathews 11th.

1987 Touars, France

F1A Glider Ladislav Horak 5th.

1991 Zrenjanin, Yugoslavia

F1B Wakefield Tony Mathews 2nd, Doug Rowsell 3rd.

1993 Lost Hills, California

F1B Wakefield Tony Mathews 3rd. Doug Rowsell 5th. F1C Power Dave Sudgden 10th.

2014 World Cup – F1A

Jama Danier, World Cup Champion.

2017 Szentes, Hungary

F1C Power Yuri Shvedenkov 1st. World Champion

2019 Lost Hills, California

F1C Power Yuri Shvedenkov 2nd. F1B Wakefield Ladislav Horak 10th.

I am sure that competitors of all other disciplines could report many of their successes in world championships as we!

I would like to take this opportunity to thank all of our FAI competitors from the past and the present for their dedication to the great sport of aero modeling. ✨

Voltige de copiers volantes RC *suite de la page 57*

(l'emplacement du terrain de vol indiquera quel certificat SATP le pilote devra détenir)

Tous les SATP devront évoluer sous les aspects techniques de la déclaration du fabricant (une exigence du MAAC) (le MAAC fournira une définition plus claire)

Feux de position anticollision = obligatoires (le MAAC définira cela)

Permis avancé de pilote = obligatoire; le MAAC est à explorer la « supervision directe » au cours de laquelle un pilote avancé peut surveiller le vol; nous attendons la réponse

Certains terrains de vol devront possiblement se munir d'équipement afin de communiquer directement avec des avions à l'échelle réelle, selon l'emplacement du terrain en question (le MAAC définira ce concept)

Nous devons faire évoluer nos maquettes à 500 pieds sous tout espace aérien = obligatoire

Positionnement précis et en 3D de SATP = télémétrie embarquée (à bord du SATP) en temps réel = les outils que devra utiliser le pilote varieront; cela dépendra de l'altitude souhaitée, 1 700 pieds, 1 200 pieds ou 700 pieds

Vol dans l'espace aérien contrôlé = non, monsieur

Alors... nous avons besoin de plus d'éclaircissement afin qu'un concours devienne réalité au Canada. Entre-temps, effectuez des vols et gardez la forme. Gardez aussi vos ailes parallèles à l'horizon. ✨

Quebec (N)

from page 25

thus contributing to the activities within our community.

The season is definitely underway. Social media is abuzz with preparations to the venues, which bodes well for a great year of events for 2024.

The first major event in the area was the MultiGP Global Qualifier organized by the Club Escadron du Richelieu. This competition, which took place without an audience, was a resounding success. I invite you to discover the exciting stories from the organizers.

DRONES RACES IN SOREL-TRACY

by Stéphanie Beaulieu

"The main drone racing event of the Club L'Escadron du Richelieu (Sorel-Tracy) took place over the weekend of May 11th. Fifteen pilots from Canada and the United States competed in a friendly and relaxed competition atmosphere filled with laughter. It was the first race since obtaining the permit, thanks to the sustained efforts of the SAG of MAAC and the Quebec zone.

"The atmosphere was electric, smiles were everywhere, and the spirit of cooperation was notable, all in a safe environment. A BBQ and music added to the festive ambiance of the weekend."

I plan to attend many events throughout the summer and hope to have the pleasure of meeting you there.

Finally, keeping up with the good news, several clubs are on the verge of resuming their activities. Some have found new venues, others have moved their facilities to comply with regulations, and yet, others are about to be re-authorized to resume operations.

We are therefore preparing for an exceptional 2024 season for zone N. ✨

R/C SCALE AEROBATICS

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Committee Chair

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I hope that all our IMAC pilots have done their winter maintenance and dusted off the airframes to be ready for the coming flying season. We are waiting for news indicating whether we will be able to hold our Ontario contests this summer.

The tentative schedule for Ontario contests is on the IMAC website. Sudbury NOIC is scheduled for July 27-28, Ottawa Stetson Flyers Club on August 10-11, and Woodstock Sept 7-8. Of course, we need sufficient altitude clearances to proceed with these events and hope to have positive news as we get closer to summer.

Our good friends in Western Canada have several IMAC events pencilled in their calendar. More info to follow. We hope that our Quebec colleagues will also be able to move forward to plan events soon.

Just a reminder that all the IMAC sequences are available for download on the IMAC website.

Also, our American friends have a full schedule of IMAC events at locations across the U.S. / Canadian border. Hopefully, some of you will be able to participate in the U.S. events.

Speaking of flying higher, we recently received NOTAMS from MAAC discussing flying heavier and higher, this captured our attention ...



Abby Thompson calling for Pierre Coulombe at NOIC, Sudbury 2022. / Abby Thompson sert d'observatrice (caller) pour Pierre Coulombe au concours NOIC de Sudbury, en 2022.

As of this writing here is our take-away in a nutshell:

1. Visual observer = mandatory (site location will indicate what level of RPAS certificate they will need)
2. All RPAS to operate under tech specs of MAAC manufacturer declaration (MAAC to provide clear definition)
3. Anti-collision lights = mandatory (MAAC to define)
4. Advanced pilot licence = mandatory MAAC exploring "direct supervision" where an advanced pilot can oversee the flight; we wait for the answer
5. Some sites may need communication

ability with full-scale aircraft, this is based on site location (MAAC to define)

6. We need to fly 500' below any overlying controlled airspace = mandatory
8. RPAS 3D position accuracy = onboard real-time altitude telemetry = the tools the pilot is required to use will vary; it depends on the intended altitude, 1,700 feet, 1,200 feet or 700 feet
9. Flying in controlled airspace = no Sir
So, we need more clarification for a contest to be a reality in Canada. In the meantime, get some flights in and stay in the groove. Keep yer wings level. ✨

VOLTIGE DE COPIES VOLANTES RC

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J'espère que nos pilotes de l'IMAC ont procédé à l'entretien hivernal de leurs maquettes et qu'ils les ont époussetées afin d'être fin prêts pour la nouvelle saison de vol. Nous attendons la nouvelle qui nous annoncerait que nous pourrions – ou non – organiser nos concours en Ontario, cet été.

L'horaire provisoire des concours ontariens se trouve au site Web de l'IMAC. Le NOIC de Sudbury est prévu pour les 27

et 28 juillet. Celui du Stetson Flyers Club (région d'Ottawa) aura lieu les 10 et 11 août tandis que celui de Woodstock sera possiblement disputé les 7 et 8 septembre. Bien sûr, nous aurons besoin des autorisations d'altitude appropriées afin d'aller de l'avant et nous espérons recevoir de bonnes nouvelles puisque l'été approche à grands pas.

Nos bons amis de l'Ouest canadien ont déjà inscrit plusieurs événements IMAC au calendrier. Renseignements à venir. Nous espérons que nos collègues du Québec seront aussi en mesure de bientôt planifier leurs concours.

Rappel : nos amis américains ont élaboré un horaire complet d'événements IMAC en des lieux situés le long de la frontière américano-canadienne. Avec un peu de chance, certains d'entre vous arriverez à devenir des concurrents.

Tandis que je mentionne le vol à altitude plus élevée, nous avons récemment reçu des NOTAMS du MAAC qui traitent du vol de maquettes plus lourdes, plus haut. Nous en retenons ceci...

Au moment d'écrire ces lignes, voici nos conclusions :

Observateur (visuel) = obligatoire

suite à la page 56



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WANTED: Futaba receiver R617FS. Surrey, BC. mcnut@shaw.ca

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FOR SALE: HET 90mm Blue Angles F-18 NIB c/w EDF, 700 series brushless motor, air retracts Paid \$650 sell \$350 Andy Wells 416.574.9603

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FOR SALE: To be sold as a complete package. Two radio controlled aircraft, Slowpoke 61" wingspan with os .46. Slowpoke 49" wingspan with OS .15. Both aircraft are supplied with receivers and servos. Radio is JR XP 622- 6 channel FM radio. Charger and manual supplied with radio. Airplanes are ready to fly
FOR SALE: y. The moter shave been run-in. \$1,000 for complete package. Phone George at 705-436-22169 (Barrie, ON)

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Lots of Plans. Too many to list. Please phone. Lots of Dubro Hardware.

Phone for information. All items price negotiable.

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

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. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-03

MAY 25, 2024 - SATURDAY | Fun Fly | 1 Day | Spring Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Spring Fun Fly to knock off some rust and have a great day flying and BSing. Donations always welcome for the pizza. | 2024-1145 | <http://www.tabernighthawks.ca>

JUNE 01, 2024 - SATURDAY | Competition | 1 Day | SCRCMC - Spring IMAC | STAMPEDE CITY RADIO CONTROL MODEL CLUB |

SCRCMC | SCRCMC - IMAC June 1st A 1 day competition, pilots meeting 8 AM wheels up at 8:30 AM Lunch will Not be provided Landing Fee; \$10 , first time Basic pilots are free MAAC or AMA membership required Normal sequences *This assumes MAAC Sanctioning for both the contest and altitude but if that doesn't happen this event will be held as a Boot Camp for IMAC instruction in which case the Landing Fee will be waived Directions Field gate: intersection of Range Road 283 & Township Road 232 Turn south just west of 10 grain storage bins or Lat. 50.950657, Long -113.842254 GPS N50 57.033, W113 50.533 Accommodations available in south Calgary or free dry camping This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1211 | <http://www.scrcmc.ca>

JUNE 01, 2024 - SATURDAY | Fun Fly | 2 Days | Welcome to Summer Control line Fun fly / Edmonton Birds of a Tether (EBOAT) Reunion | PONOKA RADIO CONTROL FLYERS ASSOCIATION | MOOSE FIELD PONOKA | Summer is short get out and enjoy it. Join the Ponoka RC flyers and The EBOAT crew for a fun weekend of friends and flying. Free dry camping. This event is closed to the public - only MAAC

members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1198 | <https://www.facebook.com/ponokarcflyers>

JUNE 09, 2024 - SUNDAY | Fun Fly | 8 Days | Valley of Hope Fun Fly | ROCKY BARNSTORMERS R/C CLUB | VALLEY OF HOPE | June 9, 2024 Sunday Fun FLY 8 days. Valley of Hope Fun Fly and Potluck Supper Saturday Night (June 15), Rocky Barnstormers R/C Club. Travelling east or west on Highway 54 turn north on to RR45 for 3.4 km, turn right immediatly crossing a Texas gate driving 700 meters turning left into flying site. Potluck supper on Saturday night \$5. per person with funds going to Stars. Concession on site Fri-Sun with burgers, hot dogs, pop and coffee. Self contained camping NC. Proof of valid MAAC required. MAAC rules apply. Contact Wil Vohs 403-588-8026 or Ray 403-845-9142 | 2024-1146

JUNE 15, 2024 - SATURDAY | Fun Fly | 2 Days | MHRC'ers Spring Madness | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD. NW | With the ups and downs of COVID and shut downs, it's time to put that sim practice to good use. Come join us at Medicine Hat RC'ers for our Spring Madness funfly and make the most of the ups and downs at our 3, 400ft

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paved runways. Medicine Hat RC'ers is an ADVANCED RPAS site. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Free camping for pilots but no hook ups. Serving a hot meal for a small fee and always lots of smiles and laughs with great conversations and maybe some flying to boot. So come and join us for a great weekend, let's get back to what we all love doing FLYING. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1200 | <https://www.facebook.com/groups/163286110983798/?ref=bookmarks>

JUNE 22, 2024 - SATURDAY | Fun Fly | 1 Day | Fun Fly | LETHBRIDGE ALBERTA RADIO CONTROL CLUB (LARCC) | BROXBURN FIELD | fun fly June 22/24 Food/Beverages provided for a Cost, as well as dry camping come one come all! This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1201

JUNE 28, 2024 - FRIDAY | Fun Fly | 4 Days | ALA45 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTIEST AIRPORT | Come to our fun fly and participate in our yearly theme - a Celebration of the Air Race/Tour era 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 This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1098 | <http://www.Facebook.com/AlbertasLittlestAirport/>

JULY 06, 2024 - SATURDAY | Fun Fly | 1 Day | Memorial Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Memorial Fun Fly to honor our previous club flyers with great fun and flying. Food will be available. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1147 | <http://www.tabernighthawks.ca>

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

2024-1118

JULY 13, 2024 - SATURDAY | Fun Fly | 1 Day | July13/2024 Fun Fly | STRATHCONA REMOTE CONTROL FLYERS ASS. | STRATHCONA SCIENCE PARK | Strathcona Remote Control Flyers Association is holding a fun fly for MAAC members only, on July 13/2024. From 9:00am to 1:00pm. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1203 | <http://www.srcfa.ca>

AUGUST 09, 2024 - FRIDAY | Fun Fly | 3 Days | Valley Model Aeronautics Club Fun Fly | VALLEY MODEL AERONAUTICS CLUB | VALLEY MODEL AERONAUTICS FLYING FIELD | Valley Model Aeronautics Club Fun Fly - August 09, 10 & 11, 2024 - 10:00 am till dusk. Free admission - camping available (no hook up). Potluck Supper Saturday night - bring your own meat - barbeques on site. Field location - 11 kilometers North of Drayton Valley on Highway #22 - on East side of Highway. For more information please contact Ken @ 780-542-7756 (kmashon@telusplanet.net) or Brian@ 780-621-3655 (bdtucker@telusplanet.net) This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1204

AUGUST 17, 2024 - SATURDAY | Fun Fly | 2 Days | CORN ROAST | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTIEST 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 This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1099 | <http://www.Facebook.com/AlbertasLittlestAirport/>

AUGUST 24, 2024 - SATURDAY | Fun Fly | 1 Day | Taber Corn Fest Fun Fly | NIGHT HAWK R/C FLYING CLUB | TABER LANDFILL LOCATION 11-10-17-W4M | Taber Cornfest Fun Fly where the sun will be warm, winds calm, and BS at an all time high :). Come out and enjoy the day with everyone and of course food will be there. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1148 | <http://www.tabernighthawks.ca>

SEPTEMBER 07, 2024 - SATURDAY | Competition | 2 Days | SCRCMC FALL IMAC | STAMPEDE CITY RADIO CONTROL MODEL CLUB | SCRCMC | Pilots meeting 8:00 AM, wheels up 8:30 both days. Lunch will NOT be provided or available Landing Fee; \$30 IMAC members, non members \$40, Novice and

first time Basic are free MAAC or temporary membership required for all pilots Dry camping allowed, Friday is available for practice Standard sequences for all IMAC levels if MAAC approval is not received this will be a boot camp Accommodations available in south Calgary Field Gate at the intersection of Range Road 283 & Township Road 232 Event conducted in compliance with all Health requirements Please register early, updates will be sent to attendees This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1150 | <http://www.scrmc.ca>

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 LITTIEST AIRPORT | CMA invite you to the "Fall Windup" our field near Bawlf, AB. Dry camping, aircraft storage/charging available on site. No Concession. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1100 | <http://www.Facebook.com/AlbertasLittlestAirport/>

SEPTEMBER 28, 2024 - SATURDAY | Fun Fly | 2 Days | Fall Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | Sept 28 and 29 Rocky Barnstormers R/C Club Fall Fun Fly with Potluck supper Saturday Night at Barnstormer Airport, 1 km south of Rocky Highway 11 and 1 km west. | 2024-1149

JANUARY 01, 2025 - WEDNESDAY | Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | ROCKY BARNSTORMERS MAIN FIELD | January 1, 2025 Polar Fun Fly New Years Day, at the Rocky Barnstormers R/C Club Main Field 1 Km south of Rocky Mtn. House and 1 Km west. Heated Club House, coffee and cookies. Proof of MAAC and rules apply. Contact Ray at 403-845-9142. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2025-01

ATLANTIC - B

JUNE 09, 2024 - SUNDAY | Fun Fly | 7 Days | MAAC Members Only Fathers day fun fly | CAPE

BRETON RADIO CONTROL MODELLERS | MARGAREE AIRPORT | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Fathers Day Fun Fly. Hi everyone there is going to be another Father's day funfly June 9 to 16 10.00 dollars reg.fee hope to see every one there again this year | 2024-1133

JULY 06, 2024 - SATURDAY | Fun Fly | 1 Day | MAAC Members Only Warbirds over the Atlantic Fun Fly | MINIATURE AIRCRAFT SOCIETY OF TRURO | TRURO | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Please join us for our annual Warbirds over the Atlantic Fun Fly Saturday, July 6th 2024 (July 7th will be the rain date). Admission is free and there will be a BBQ put on by the club members. Hope to see you there. | 2024-1167 | <http://www.mast-rc.ca/>

JULY 27, 2024 - SATURDAY | Fun Fly | 1 Day | MAAC Members Only Avon RC Flyers Annual Fun Fly | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. The Avon RC Flyers are excited to announce that we will be holding our annual Fun Fly on July 27/2024, with a rain date of July 28/2024. A great time with friends awaits all who can make it out. There will be a BBQ, beverages, lots of flying and a lot of crossed fingers for great weather. A landing fee of \$10.00 will apply and proof of MAAC will be required. Be sure to bring the family, a lawn chair, and your favorite hat. We'll have tents set up for shade, but feel free to bring your own as well. We look forward to seeing you there! We are located at #4499 Highway #14, past Daniel's U-Pick, and the Bent Ridge Winery. Flying starts at 9:00. | 2024-1183 | <http://www.avonflyers.ns.ca>

AUGUST 24, 2024 - SATURDAY | Fun Fly | 1 Day | MAAC Members Only The Ches Lockhart Scale Event | AVON RC FLYER'S | FIELD - 4499 HWY 14 WINDSOR FORKS | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. The Avon RC Fliers is hosting the fifth annual Ches Lockhart Memorial Scale Fly In. The event will be held on August 24/2024, with a rain date of August 25/2024. All aircraft must be a recognizable scale airplane. Gas, glow, electric or turbine are all welcome. There will be a Pilots Choice vote for the best BEST OF SCALE. We'll be firing-up the BBQ, for some great food, beverages, and lots of flying. A landing fee of \$10.00 will apply and proof of MAAC will be required. Bring out your favorite scale model and enjoy Avon's beautiful flying site. We are located at #4499 Highway #14, past Daniel's U-Pick, and the Bent Ridge Winery. Flying starts at 9:00. | 2024-1184 | <http://www.avonflyers.ns.ca>

SEPTEMBER 12, 2024 - THURSDAY | Fun Fly | 3 Days | MAAC Members Only Annual Fall Bash | SOUTH SHORE RADIO CONTROL FLYING CLUB | Greenfield Liverpool Regional Airport | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Annual Fall Bash Gates will open at noon Thursday for three days of flying. Jet friendly, paved runway. Dry camping on site is available. | 2024-1210 | <http://www.ssrcfc.ca/>

BRITISH COLUMBIA - C

MAY 24, 2024 - FRIDAY | Fun Fly | 3 Days | Kamloops Model Airplane Society Fun Fly | KAMLOOPS MODEL AIRPLANE SOCIETY | TOLKO AIRFIELD | The Kamloops Model Airplane Society will be hosting its 20th Annual Fun Fly May 24 - 26, 2024 Start Time 9:00 am each day. Pilot meeting 9:30 am each day. Come and join us for a weekend of flying on our paved and grass runways. We are located 15 minutes north of Kamloops on Hwy 5, across from the Tolko Sawmill in Hefley Creek, BC. Dry camping is available for \$10 per day, please contact Roy at 250-784-8610 to reserve a spot or send an email to royindawson@gmail.com Free Swap Meet for members on Saturday (\$10 Table fee for non-members). Contact Ben at 250-319-8816 or send an email to bsovermars@gmail.com Free 1/2 hour flying sessions for prospective new members at noon on Saturday with a KMAS Instructor. Lunch concession available Friday and Saturday. Friday night hangar party, Saturday night dinner and Pancake breakfast Sunday. This event is open to the public and all MAAC members, crew, and their invited guests. MAAC event SFOC compliance is required. | 2024-04 | <http://www.kmasrc.ca/>

MAY 27, 2024 - MONDAY | Fun Fly | 7 Days | MAAC MEMBERS ONLY Shuswap Spring Float Fly | VERNON R/C AEROMODELLERS | Sandy Point Campsite | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. May 27, 2024 - Sunday Fun Fly 7 days Shuswap Spring Float Fly VERNON R/C AEROMODELLERS SANDY POINT CAMPGROUND VRCAS SPRING FLOAT FLY MAY 27th to June 2nd, 7days on the water at Sandy Point Campground, Salmon Arm BC. This will be the 46th year for this event. A registration fee of \$10 will apply The retrieval boat "RESCUE 1" will be able for those who need it. FULL HOOK-UPS available and a camping discount will be available at time of booking. Registration is ONLINE at sandyptcampground.ca AFTER April 1st. VRCAS CONTACTS JIM jh.hill@shaw.ca LORNE lorneronnie@shaw.ca DON'T FORGET YOUR MAAC CARD. PLEASE REMEMBER the campground does not allow dogs. "SORRY" | 2024-1196 | <http://vrcas.org>

JUNE 06, 2024 - THURSDAY | Fun Fly | 4 Days | MAAC MEMBERS ONLY PGAM June Fun Fly | PRINCE GEORGE AEROMODELLERS | 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. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1101 | <http://www.pgam.club>

JUNE 07, 2024 - FRIDAY | Fun Fly | 3 Days | MAAC MEMBERS ONLY Club Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Club Fun Fly Dry camping only This event is closed to he public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1119 | <http://www.highcountryflyers.org/About-Our-Club.html>

JUNE 21, 2024 - FRIDAY | Competition | 3 Days | MAAC MEMBERS ONLY Kamloops Pattern Challenge | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Kamloops Pattern Challenge Dry camping only. This event is closed to he public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1120 | <http://www.highcountryflyers.org/About-Our-Club.html>

JUNE 28, 2024 - FRIDAY | Fun Fly | 4 Days | MAAC MEMBERS ONLY HCF Summer Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | HCF summer Fun Fly Dry camping only. This event is closed to he public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1121 | <http://www.highcountryflyers.org/About-Our-Club.html>

JULY 12, 2024 - FRIDAY | Fun Fly | 3 Days | MAAC MEMBERS ONLY Scale Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Scale fun fly Dry camping only. This event is closed to he public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1122 | <http://www.highcountryflyers.org/About-Our-Club.html>

JULY 19, 2024 - FRIDAY | Competition | 3 Days | MAAC MEMBERS ONLY IMAC invitational | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | IMAC invitational Dry Camping only. This event is closed to he public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1126 | <http://www.highcountryflyers.org/About-Our-Club.html>

JULY 26, 2024 - FRIDAY | Fun Fly | 3 Days | MAAC MEMBERS ONLY Club Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Club Fun Fly Dry camping only. This event is closed to the public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised as per Randy Hepners e-mail Monday May 6/23 | 2024-1128 | <http://www.highcountryflyers.org/About-Our-Club.html>

AUGUST 02, 2024 - FRIDAY | Fun Fly | 4 Days | MAAC MEMBERS ONLY Western Canada Heli Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Dry camping only. This event is closed to the public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1129 | <http://www.highcountryflyers.org/About-Our-Club.html>

AUGUST 16, 2024 - FRIDAY | Fun Fly | 3 Days | MAAC MEMBERS ONLY Dave Collis Big Bird memorial Fun Fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Dry camping only In honor of Dave which attended every event from its conception. This event is closed to the public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1130 | <http://www.highcountryflyers.org/About-Our-Club.html>

AUGUST 22, 2024 - THURSDAY | Fun Fly | 4 Days | MAAC MEMBERS ONLY Late Summer Fun Fly | PRINCE GEORGE AEROMODELERS | GIESBRECHT FIELD | Late Summer Fun Fly, dry camping, BBQ Saturday, charge station available. Alternate access available for larger trailers, contact for info. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1151 | <http://www.pgam.club>

AUGUST 30, 2024 - FRIDAY | Fun Fly | 4 Days | MAAC MEMBERS ONLY 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 for info & location map or contact secretary@vrcas.org. <http://vrcas.org> This event is closed to the public - only MAAC members and crew may

attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-05 | <http://vrcas.org>

SEPTEMBER 20, 2024 - FRIDAY | Fun Fly | 3 Days | MAAC MEMBERS ONLY End of summer club fun fly | HIGH COUNTRY FLYERS | KAMLOOPS TOURNAMENT CAPITAL - RANCH EVENT FIELD | Dry camping only. This event is closed to the public-only MAAC members and crew may attend. Invited guest(s) of MAAC member are permitted provided they are supervised. | 2024-1131 | <http://www.highcountryflyers.org/About-Our-Club.html>

MANITOBA - D

MAY 24, 2024 - FRIDAY | Fun Fly | 2 Days | Doors Open Winnipeg Fun Fly event | WINNIPEG RADIO CONTROL CLUB | WRCC MAIN FIELD WHEELS | Doors Open Winnipeg Fun Fly event May 24-25 10am-4pm. Display and flying of RC model airplanes to the general public as part of the city wide Doors Open Winnipeg event. This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required. Contact Brian @ 306-514-0839 or bdkorchinski@shaw.ca for more info. | 2024-1154 | <http://www.wrcc.info>

JULY 05, 2024 - FRIDAY | Fun Fly | 3 Days | Camp and Fly fun fly | PATRICIA REGION AEROMODELERS INC | PATRICIA REGION AERO MODELLERS | Patricia Region Aeromodellers Fun Fly July 12-14 at the Dryden Field on Jonston Road just west of Dryden. Camp and fly at the field. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1155

JULY 20, 2024 - SATURDAY | Fun Fly | 1 Day | WHAM FUN FLY | WINNIPEG HEADINGLEY AERO MODELERS | WHAM MAIN FIELD - WHEELS | This will be WHAM'S first in a few years so come on out feel free to bring items to sell, swap, have fun. Food truck will be on site, Tims is just 5 min down the road. No landing fee, August 3rd is our Rain date for this event SEE YOU THERE!! This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1156 | <http://www.whamrc.org>

AUGUST 24, 2024 - SATURDAY | Fun Fly | 1 Day | ANNUAL FUN FLY | DIAMOND ACES R/C FLYING CLUB | DIAMOND ACES RC FLYING CLUB INC. | A great venue for sport planes lots of amenities nearby and a food truck will be on site. Our rain date for this is August 31 2024 see you there. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are

permitted provided they are supervised. | 2024-1157 | <http://www.diamondacesrc.ca>

AUGUST 31, 2024 - SATURDAY | Fun Fly | 3 Days | Rugby Lake Float Fly | PATRICIA REGION AEROMODELERS INC | RUGBY LAKE LODGE | Float Flying at the Rugby Lake Lodge is a great way to enjoy the Labour Day long weekend! Camp and fly (and even fish) with the folks at Rugby Lake! contact Jacqui at <https://www.rugbylakeridge.com/> This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1158

SEPTEMBER 14, 2024 - SATURDAY | Fun Fly | 1 Day | Big Sky Fun Fly | BIG SKY FLYERS | MCLAIREN AIRFIELD | A first in some time for Big Sky hope to see you out, bring your aircraft have fun and enjoy the day with like minded people. Our rain date for this event will be 21 Sept 2024. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1159 | <https://www.bigskyflyersmanitoba.com/>

MIDDLE - E

MAY 25, 2024 - SATURDAY | Fun Fly | 1 Day | Zone E: Spring Warm-up Float Fly | NIAGARA REGION MODEL FLYING CLUB | NRMFC FLOAT FLY EVENT SITE | This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required. This event is open to all MAAC Float Flyers. All types of electric and fueled aircraft are welcome. We will be collecting an entrance fee of \$15.00 for registered flyers (\$5.00 of which we pay directly to the property owner) The fee includes access to a private man made lake and free BBQ lunch. | 2024-1197 | <http://www.nrmfc.ca>

JUNE 22, 2024 - SATURDAY | Fun Fly | 1 Day | Zone E: Niagara E-Jets | NIAGARA REGION MODEL FLYING CLUB | WALKER FIELD | Note: This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required. The Niagara Region Model Flying Club is hosting E-Jets Niagara a full day of EDF only jet flying on Sat June 22 - Rain date Sun 23rd. Join us for the weekend with open club flying Friday afternoon and Sunday if rain date not required. Proof of MAAC card required - Registration Fee 10\$ - Food, Raffles - 50/50, limited dry camping on site - Note anyone flying turbines during the open flying the field can NOT handle jets bigger than 60N Pre Registration avail starting in May see www.nrmfc.ca for details | 2024-1134 | <http://www.nrmfc.ca>

JULY 13, 2024 - SATURDAY | Fun Fly | 1 Day |

Zone E: MAAC Members Only - Warbirds Over Marshville | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | NOTE: This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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>

JULY 20, 2024 - SATURDAY | Fun Fly | 1 Day | Zone E: MAAC Members Only - CMACI Fun FLY | CAMBRIDGE MODEL AERO CLUB INC. | CMACI FIELD | NOTE: This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Enjoy an exciting day at the Cambridge Model Aero Club Fun Fly in Cambridge on Saturday July 20 2024 with a rain date of Sunday July 21 2024. We supply Hot Dogs, Hamburgers, Pop and Water. Please bring chairs. There is \$0 charge for this event. If you want to bring a dessert that would be much appreciated. Come out and have some fun. | 2024-1135 | <http://cmaci.5owebs.com>

JULY 20, 2024 - SATURDAY | Fun Fly | 1 Day | Zone E: Mid-Summer Float Fly | NIAGARA REGION MODEL FLYING CLUB | NRMFC FLOAT FLY EVENT SITE | This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required. This event is open to all MAAC Float Flyers. All types of electric and fueled aircraft are welcome. We will be collecting an entrance fee of \$15.00 for registered flyers (\$5.00 of which we pay directly to the property owner) The fee includes access to a private man made lake and free BBQ lunch. | 2024-1208 | <http://www.nrmfc.ca>

AUGUST 17, 2024 - SATURDAY | Fun Fly | 1 Day | Zone E: MAAC Members Only - RCMF Vintage Fly In | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | NOTE: This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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. NOTE: This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1124 | <http://www.rosecitymodelflyers.com>

AUGUST 24, 2024 - SATURDAY | Fun Fly |

1 Day | Zone E: Summer Wind-Up Float Fly | NIAGARA REGION MODEL FLYING CLUB | NRMFC FLOAT FLY EVENT SITE | This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required. This event is open to all MAAC Float Flyers. All types of electric and fueled aircraft are welcome. We will be collecting an entrance fee of \$15.00 for registered flyers (\$5.00 of which we pay directly to the property owner) The fee includes access to a private man made lake and free BBQ lunch. Applicant | 2024-1209 | <http://www.nrmfc.ca>

SEPTEMBER 07, 2024 - SATURDAY | Fun Fly | 1 Day | Zone E: MAAC MEMBERS ONLY Corn Cub Day at Marshville | ROSE CITY MODEL FLYERS INC. | Marshville Air Park | NOTE: This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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

JUNE 29, 2024 - SATURDAY | Fun Fly | 2 Days | Collective Chaos | NIPISSING MINIATURE AIRCRAFT CLUB | CRANBERRY FIELD | "The Nipissing Miniature Aircraft Club (NIPMAC), located in Callander, Ontario (by North Bay), is pleased to announce that we will host our first annual R/C Helicopter Fun Fly event. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. The "Collective Chaos" Helicopter Fun Fly (nitro, gas, electric) takes place June 29 & 30 2024 at the NIPMAC flying field. "There will be limited 'dry camping' on the field, on a first-come, first served basis; portable lavatories are available. Generators are welcome and battery solar charging is planned for flight packs. The fun won't end with the setting sun as light towers will be available for heli night flying and, conditions permitting, an evening of camaraderie around the bonfire. | <http://www.nipmac.ca>

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.

This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 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. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | Feb-24 | 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). This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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

MAY 25, 2024 - SATURDAY | Fun Fly | 1 Day | Deseronto Royal Flying Club Float fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | As usual, the Deseronto Royal Flying Club will be hosting a day of flying off the beautiful waterfront in Deseronto. Come on down to enjoy a day for flying or watch aircraft as we tackle some challenging conditions at time. | 2024-1160 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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 15, 2024 - SATURDAY | Fun Fly | 2 Days | 49th Annual Fathers Day Funfly | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | 49th Annual Fathers Day Funfly at the KRCM field Bring the family for a fun weekend of flying and good times !! flying starts at 9:30 am Saturday and Sunday. We will have a mix of skill and chance events. Full service canteen both days, breakfast and lunch will be served and a fantastic dinner on Saturday evening. Prizes to 4th place in all of the events. \$35 for both days and a meal ticket or \$20 for one day Extra meal tickets \$15 each Lots of room for camping so bring the RV. No hook-ups, Campfire Saturday night. We hope to see you there. Current MAAC required to fly | 2024-1161 | <http://www.krcm.org>

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/>

JUNE 22, 2024 - SATURDAY | Fun Fly | 1 Day | Float fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2024-1171 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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>

JULY 13, 2024 - SATURDAY | Fun Fly | 1 Day | Control Line fun fly | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | Kingston Radio Control Modelers is

proud to announce our first Control Line fun fly event, any control line plane with muffler is welcome, there will also be a trainer plane and lessons available to anyone who wants give Control Line a try. | 2024-1172 | <http://www.krcm.org>

JULY 27, 2024 - SATURDAY | Fun Fly | 1 Day | Float fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2024-1173 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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. BBQ lunch available. There will be 60 dinner tickets available on a first come first serve basis. Contact Claude at crs.inkandtoner@gmail.com to book dinner tickets, \$25.00 each. Open air swap meet, bring what you want to sell or trade. Camping is available at the field. Sunday will be available for casual flying. 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. This event is open to the public and all MAAC members, crew, and their invited guests. MAAC Event SFOC compliance is required. | 2024-1108 | <http://www.bmaclub.ca>

AUGUST 10, 2024 - SATURDAY | Fun Fly | 1 Day | Annual Fun Fly / Fun-fly annuel | CORNWALL AEROMODELLERS | LEGER LANDING | The Cornwall Aero Modellers Club is pleased to invite pilots to its annual Fun Fly on August 10th, 2024 (rain date, August 11th) at its flying field (16727 Cornwall Centre Road) as of 9 a.m. Pilots' meeting followed by the flying session. Available lunch. MAAC membership and RPAS permit mandatory. Info: President Jeff Mitchell at demonweb@live.ca or at 613.330.6023. Le Club Cornwall Aero Modellers vous invite avec plaisir à son Festival (Fun-fly) annuel, le 10 août 2024 (11 août en cas de pluie) à compter de 9 heures à son terrain du 16727, chemin Centre Road. Réunion des pilotes suivie de la séance de vol. Dîner disponible. Obligatoires : permis SATP et adhésion au MAAC. Info: Président Jeff Mitchell au demonweb@live.ca ou au 613.330.6023. | 2024-1177 | <http://www.cornwallaeromodellers.ca>

AUGUST 17, 2024 - SATURDAY | Fun Fly | 2 Days | Kingston Giant Scale Rally | KINGSTON R/C MODELLERS | FIELD - 10 KM NORTH OF ODESSA | 2024 Kingston Giant Scale Rally. Hosted and sponsored by the Kingston Radio Controlled Modelers Club. Registration is \$20 and starts at 8:00 a.m. on Saturday. Flying is from 9:00 a.m. - 5:00 p.m. each day. 400 foot grass runway. Limited camping - no hook-ups. Canteen and Kingston style Saturday night

feast. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/4 scale. Must be a current MAAC member. Landing fee is \$20, Saturday dinner tickets available at \$25 each. 50/50 draw on both days. Contact: Jay Kingston: (613) 449-3473. Email: ajtkingston@hotmail.com Event & registration details: <https://krcm.org/index.php/2024kgsreventinfo> Directions: <https://www.krcm.org/map.pdf> | 2024-1178 | <http://www.krcm.org>

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 9am 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>

AUGUST 24, 2024 - SATURDAY | Fun Fly | 1 Day | Float fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2024-1179 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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 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>

SEPTEMBER 28, 2024 - SATURDAY | Fun Fly | 1 Day | Float fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2024-1180 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

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>

OCTOBER 26, 2024 - SATURDAY | Fun Fly | 1 Day | Float fly | DESERONTO ROYAL FLYING CLUB | DESERONTO RFC WATERFRONT SITE | Fun float fly on the Bay of Quinte. BBQ available. Come out for a great day of flying off the waters of the Bay of Quinte! | 2024-1181 | <https://www.facebook.com/Deseronto-Royal-Flying-Club-438841956540706/>

BC COASTAL - H

MAY 26, 2024 - SUNDAY | Fun Fly | 1 Day | MAAC MEMBERS ONLY SPRING FUN FLY 2024 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 2024 SPRING FUN FLY, Sunday May 26, 2024 Open only 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 FUN FLY, for additional updates at, www.hoods-up.net. Thank you and see you all at the field!! | 2024-1095 | <http://www.hoods-up.net>

JULY 07, 2024 - SUNDAY | Fun Fly | 1 Day | MAAC Members Only Mission Wings Fun Fly plus combat | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Mission Wings Model Flying Club The famousness "NS with BS" and combat fun-fly is back for the 7th time. Action starts 9.30am on the 7th July 2024 The world famous, NS with BS control line fun-fly is back with combat. It will be held at the Mission Wings Flying Club located at 10279 Farms Rd. Mission. All control liners are welcome. Pilots meeting at 9.30am. All pilots must have MAAC insurance. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, plus combat Greg Davis will be in charge of the combat events. Contact Greg at...250 833 1993 There could be scale planes. There could be a swap meet, even a buy and sell. Your junk is someone else's treasure. There is no entry fee. All control liners most welcome. Light lunch and liquid refreshments at no charge. Contest director, Paul Bedford. kiwipaul@telus.net. Don't call me - just be there. | 2024-1138 | <http://www.missionwings.ca>

JULY 14, 2024 - SUNDAY | Fun Fly | 1 Day | MAAC Members Only FUN SCALE FUN FLY 2024 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 2024 FUN SCALE FUN FLY 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 u wish you can bring you 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 you 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 FUN FLY for additional information at: www.hoods-up.net. Thank you and hope to see you all there! | 2024-1096 | <http://www.hoods-up.net>

JULY 20, 2024 - SATURDAY | Fun Fly | 2 Days | MAAC Members Only Joel Clarkston Memorial scale funfly | RADIO CONTROL AERONAUTICS ASSOCIATION | STURGESS ROAD | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Our annual scale funfly is held again at the beautiful new strip on Sturgess Road. 2 days of flying, socializing, and admiring some amazing craftsmanship. With great dry camping available, this is Vancouver Islands biggest funfly of the year. . 2 categories -static and flying .Only the best FLYING aircraft gets on the Big Clarkston Trophy! Smaller plaques to take home .BBQ concession at lunch time. Feel free to bring out your static projects, there's lots of space and we'd love the chance to eyeball future competition. | 2024-1139 | <http://rcaa.ca/>

AUGUST 18, 2024 - SUNDAY | Fun Fly | 1 Day | MAAC Members Only- JACQUES HEYRMAN MEMORIAL FUN FLY 2024 | BURNABY LAKE FLYERS | BURNABY LAKE PARK, EAST SPORTSPLEX, Fields 3,4,5,6 | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 2024 JACQUES HEYRMAN MEMORIAL FUN FLY 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 14years 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 WILLBE 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 FUN FLY for additional updates at: www.hoods-up.net. Hope to see you all there and remember NO MAIDENS! Thank you | 2024-1097 | <http://www.hoods-up.net>

AUGUST 18, 2024 - SUNDAY | Fun Fly | 1 Day | MAAC Members Only -Mission Wings Fun fly and swap meet | MISSION WINGS MODEL FLYING CLUB | FIELD - 10279 FARMS RD. MISSION | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. The annual Mission Wings Members and guest's fun fly August 18th 2024 Members are invited to the annual Mission Wings fun fly. Members are welcome to bring a guest. Every pilot must have a 2024 MAAC card It will be held on Sunday August 13th, 2024 at 10279 Farms Road, Mission Pilots meeting 9.30 am. Flying starts 10:00 am All pilots will be required to sign in. There is no entry fee A swap meet will be held all day Come and enjoy a day's flying with the other members of your Club and guests There will be lots of food and drink available all day for your enjoyment. If you have anything to sell, swap or give away, bring your stuff / junk to the fun-fly. Your stuff / junk is someone else's treasure. Paul Bedford, friendly, effervescent, event director. Don't contact me. Be there | 2024-1140 | <http://www.missionwings.ca>

SASKATCHEAWN - K

JUNE 01, 2024 - SATURDAY | Fun Fly | 1 Day | Maac 75th anniversary fun fly Members only | HUB CITY R/C CLUB | RICHARDT FIELD | Contact the zone K director or the Hub City r/c club for further details. This event is closed to the public. Maac members and their crew and invited guests only may attend. | 2024-1162 | <http://www.hcrcc.org>

JUNE 07, 2024 - FRIDAY | Fun Fly | 3 Days | Maac members only Summer Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD

IN SKYLINE PARK | Join us for summer time flying and meet a great group of pilots. BBQ and camping available. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1199 | <http://www.smms.org/swiftwings>

JUNE 22, 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>

JULY 27, 2024 - SATURDAY | Fun Fly | 1 Day | MAAC Member Only Summer Fun Fly | REGINA WINDY FLYERS INC | REGINA WINDY FLYERS | The Regina Windy Flyer will be hosting a MAAC Members Only Fun Fly on July 27 2024. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1206 | <http://www.reginawindyflyers.ca>

AUGUST 03, 2024 - SATURDAY | Fun Fly | 1 Day | Moose Jaw Pity-Pat Fall Fun Fly Maac members only | MOOSE JAW R/C AIRCRAFT CLUB | ASH ST. & 16TH AVE. | Moose Jaw Radio Control Aircraft Club Annual Pity-Pat Fun Fly on Saturday August 03, 2024. Open to all Pilots with a 2024 MAAC membership and an RPas Advance certification. No admission charges. Props will go Pity-Pat and so will your heart with the excitement and the vast variety of crafts. We have ample camping room, sorry no services other than an excellent flying field to use! 600' x 230' grass area PLUS a (2014) GeoTex mat 135' x 35' for you electric Flying enthusiasts. A power charging station for Electrics is available. Event Contact: Kerry Olson 29696-L @ (639) 538-3955 and Event Director / Chairman: Cary "Sid" Haubrick 29158 @ (306) 631-4050 For directions, photos and lots more information, hook up to our Club Facebook site: <https://www.facebook.com/groups/785119741916847/> This event is a MEMBERS only fun fly. Not open to the public. Maac members, their crew and invited guests only provided they are properly supervised. | 2024-1163 | <http://breto45.wixsite.com/mjrc>

SOUTH EAST - L

JUNE 15, 2024 - SATURDAY | Fun Fly | 1 Day | MAAC Members Only - PRCMFC Fun-Fly | PETERBOROUGH R/C CLUB INC. | 596 COUNTY RD 8, DOURO DUMMER | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. Bring your stuff ... its also a Swap-Meet | 2024-1165 | <http://www.prcmfc.com>

JUNE 15, 2024 - SATURDAY | Swap Shop | 1 Day | MAAC Members Only - Swap/fun fly | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | FIELD - 2734 CAMBRIAN RD SEVERN TOWNSHIP | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. June 15/ 2024 Swap meet 9:00 am until 12:00 noon then fun fly until 5:00 pm event is free for all to attend. Lunch will be burgers and drinks at a charge. Washrooms on sight. Setup for swap @ 8:00am free event for all to attend. All flyers must have there maac insurance id and rpas. Rain day June 15/2024. | 2024-1006

AUGUST 31, 2024 - SATURDAY | Competition | 2 Days | MAAC Members Only - Precision Aerobatics Contest | KESWICK MODEL CLUB INC. | FIELD -565 VARNEY RD KESWICK | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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 | MAAC Members Only Annual Fun Fly | FOREST LAKESIDE FLYERS | CLUB FIELD 6047 PROOF LINE LAMBTON SHORES, ON | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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 | MAAC Members Only Zone M - Jet Fun Fly | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION

AUTHORITY | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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 | MAAC Members Only Annual Scale Rally | FOREST LAKESIDE FLYERS | CLUB FIELD 6047 PROOF LINE LAMBTON SHORES, ON | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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 | MAAC Members Only CL Fun Fly | WOODSTOCK RADIO CONTROL FLYING CLUB | UPPER THAMES CONSERVATION AUTHORITY | This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. 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/>

AUGUST 03, 2024 - SATURDAY | Fun Fly | 1 Day | Bluewater RC Flyers Scale Fun Fly | BLUEWATER R/C FLYERS | OUTDOOR FLYING FIELD - 2590 PETROLIA LINE | Aug. 3, 2024. | FunFly | 1day | Bluewater RC Scale Rally | Bluewater RC Flyers Field - 2590 Petrolia Line | Scale Rally open to all Scale Aircraft. Come out and enjoy a weekend of camping (no hookups) and Scale Flying at the Bluewater RC flyers in Sarnia On. Current MAAC and minimum Drone Basic required to fly. No charge to fly. No charge to watch. Pilots breakfast \$10.00. Lunch available at a modest price. Contact Art Shepherd at ajshepherd123@outlook.com. Web site under construction and coming soon. | 2024-1144 | <http://www.bluewatercflyers.com/>

QUEBEC - N

AUGUST 03, 2024 - SATURDAY | Fun Fly | 2 Days | Fun fly | CLUB AVION RADIO CONTROLE TROIS-RIVIERES | TERRAIN DE VOL DU CLUB -271 RG ST-JEAN ST MAURICE QC | Samedi 4 août 2024 fun fly annuel du Club Avion Radio Contrôle Trois-Rivières au terrain du club à St-Maurice. Remis au dimanche en cas de pluie. Cet événement est fermé au public - seuls les membres de la MAAC et leurs équipes peuvent y assister. Les invités invités par un membre de la MAAC sont autorisés à condition qu'ils soient supervisés. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1189 | <http://www.carctr.net>

AUGUST 10, 2024 - SATURDAY | Fun Fly |

2 Days | Festival | CLUB AEROMODELISTE MASKOUTAIN | CLUB AÉROMODÉSME MASKOUTAIN | Le fun fly aura lieu une seule journée le 11 août si la température ne permet pas sera remis le 11 août, remis la semaine suivante en cas de mauvais temps le 17,18 août. Cet événement est fermé au public - seuls les membres de la MAAC et leurs équipes peuvent y assister. Les invités invités par un membre de la MAAC sont autorisés à condition qu'ils soient supervisés. This event is closed to the public - only MAAC members and crew may attend. Invited guest(s) of a MAAC member are permitted provided they are supervised. | 2024-1190 | <http://www.aeromaskou.com>

Milieu (E)

suite de la page 11

grâce à de nouvelles rencontres... et c'est un « plus ».

Je ne suis plus membre de l'exécutif du Club et hier, j'ai donné suite à une promesse personnelle : me rendre au terrain afin d'y faire évoluer mon avion à titre de simple membre. Ce qui m'a touché, c'est que des membres soient visiblement ravis que je consacre finalement du temps à effectuer davantage de vols. C'était très chouette de vivre cet épisode de camaraderie et c'était un baume sur plusieurs années de service bénévole.

Où voulais-je en venir? Eh bien, il y en a quelques-uns; ce service à titre bénévole, c'est faire don de soi mais cela nous rapporte une récompense et cela nous permet d'améliorer notre propre expérience au sein de notre passe-temps. Parfois, nous avons ainsi l'occasion d'aider des membres à mieux profiter de notre passe-temps.

Je recherche des bénévoles disposés à occuper le poste d'assistants afin de représenter les clubs au sein de la zone E et de mieux les servir. Si cela vous intéresse, faites-moi signe. ✈



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OBITUARIES

Leonard James (Jim) Moseley 1935 – 2024

Roy E. Smith #7759L

It is with profound regret that I mourn the passing of my dear friend – Jim Moseley. Jim and I were born and grew up in the UK, in the London suburb of Enfield, living just two streets, and ~100 yards, apart. I had been stubbornly trying to build and successfully fly model aircraft of my own conception for about two years – without any of the success I so craved. I was 10 years old and my mother, seeing that I wasn't going to give up, said "why don't you go round to Jim's house and ask if he can help you?" I didn't know Jim at that time. My mother knew Jim's mother. Jim was about 15. I walked around to Jim's house, knocked on the door and blurted out my request to Jim's mother, who answered the door. Not many 15-yr olds take on a 10-yr old and help them out, but Jim did, and a friendship of nearly 75 years ensued. That is probably one of the most remarkable things to observe about this man who had so many remarkable qualities – his capacity for friendship – Jim had modelling friends around the world.

Jim was a great competitor and consistent winner, or high placer, wherever he flew. Winning was never the main point, however. Enjoying the activity was always purpose number 1. It would take a book to list all of Jim's achievements in the field of aeromodelling but there is one award that I would like to single out as the one that best exemplifies Jim's character and contribution.

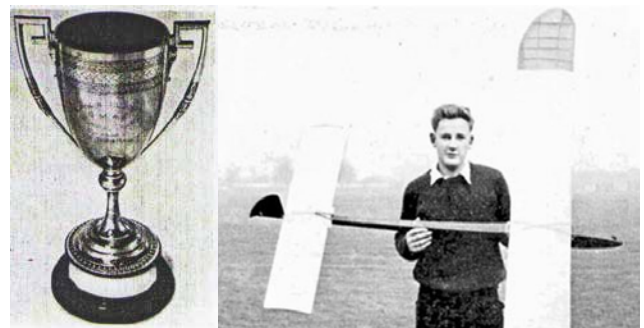
The SMAE (the UK's equivalent of MAAC at that time) introduced The Arthur Mullett Memorial Trophy for "the person who has done most to raise the prestige of British Aeromodelling, or who has performed the most sporting action or gesture of the year." Jim won that award.

Since emigrating to Canada over 40 years ago Jim has been just as tireless, and selfless, in promoting the enjoyment of aeromodelling in Canada, and helping others to achieve their dreams, as he was in the UK. He was inducted into the MAAC Hall of Fame in 2010. Anyone who would like to learn more about Jim can request a copy of that Hall of Fame citation from me at aeronut@kos.net

Goodbye Jim, old friend. You made my life, and the lives of so many others, so much better by your presence here. The world is better off because of your sojourn in it.



Jim in 2010 with his glider "Walkin' Shoes", designed in 1958 and published by Model Aircraft magazine.



Dave Collis 1945 - 2023

Dave was an avid Big Bird builder from the get go when he joined RCFCBC in July 1989. The club later had over 420 members and Dave helped on the executive for over 40 years. He always pushed the boundaries of flying, such as lowest inverted passes winner. Not a good example as safety officer but what the heck.

We all looked at his planes for ideas on building techniques. Often he was asked to be the test pilot for a modeler's new plane. He brought many home that would not have made it. He helped everyone at our Big Bird events and was an ambassador for the hobby by flying his Big Birds at many of the local Full Scale airshows. (Picture) We have renamed our Big Bird to be the Dave Collis Memorial Big bird as he never missed an event. This was

also the case with the float fly at Salmon Arm.

Until a few years ago he traveled down to Florida to fly at their Big Flying Rallies and often came home with a best of show award.

He was a mechanic and his other joy was fixing his antique Morgan and Ford Anglia cars and often organized car rallies for a summer weekend.

In his later years he became a foamies flyer and helped us all with battery maintenance. He traveled to Seattle and flew the Air Combat USA full scale where the instructors got quite the work out.

We shall all miss his cheerful banter at our local field for sure.

- Chris Jones

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