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In 1949, eleven enthusiastic modellers assembled to form an organization for those interested in model aviation. Their vision was for an association to officially represent the aircraft modeling fraternity in Canada. Today, MAAC has grown to a membership of over 11,000, representing all facets of our exciting hobby.

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Jack Yablowski's
Royal C-47 kit based
DC-3 finished in Buf-
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See page 32 for more.

President's Report



Ron Dodd 57326
President
604-824-2976 pres@maac.ca

Since this is the first "official" President's Report since the Annual General Meeting in Victoria last April, there are a few things I wish to say.

I want to thank the former executive for the time and the effort they put into the organization for the last few years - it did not go unnoticed. I also wish to say thanks to those who stepped up to fill the executive positions, for their willingness to work for the overall good of MAAC.

Moving forward as MAAC President, I will admit to having a "personal agenda" during this term, and it is as follows:

First, I would like to see MAAC on a sound financial footing. In pursuit of financial stability, I am encouraging the communication of monthly financial reports from head office to all the zone directors. We already have a balanced budget, which has been approved

by the Board of Directors, with some spending cuts. Although we have decreased our costs, we have also been very careful to preserve all member services.

Second, I dearly want the Board of Directors working as a team for the good of the organization. Towards that end, we will be asking for input from the Board, and increasing communication to them regarding every relevant matter.



President Elect Ron Dodd and President Richard Barlow, foreground, Listen to some points being made during Board meetings in Victoria BC. / Le nouveau président Ron Dodd et le président sortant Richard Barlow (au premier plan) écoutent quelques-uns des sujets de discussion au cours des réunions du Conseil d'administration à Victoria (C.-B.).

In regular business, I received an update from Peter Schaffer regarding the website last week. I am pleased to report that members should see actual results of their efforts starting in the next month or so, including accessible renewal forms for personal memberships, and for club renewal forms this fall. Yippee!

I want to thank the members of Zone H for their support and great times while

I was Zone Director here. That being said, you can't get rid of me easily, I will be attending many events this year in the zone, hopefully accompanied by the new Zone Director Bill Rollins. You all know Bill, and he will do a great job for you, especially if you are as supportive of him as you were of me.

Please do not hesitate to get in touch with the President or Vice President of the MAAC. We are available to attend events and to deal with any specific zone issues, and aim to be accessible to all our members by e-mail or telephone.

Good flying to you all, and have a safe summer. ✈

Mot du président



Ron Dodd 57326
President
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Comme cette chronique constitue le premier rapport du président depuis l'Assemblée générale annuelle de Victoria en avril dernier, j'aimerais faire quelques rappels.

Je veux remercier l'exécutif précédent pour le temps et les efforts que ses membres ont consacrés au sein de l'organisme au cours des dernières années -- nous l'avons remarqué. Je veux aussi remercier les gens qui se sont avancés afin d'occuper des postes au sein de l'exécutif, témoignant de leur volonté de travailler pour le bien du MAAC.

Si je me tourne vers l'avenir à titre de président du MAAC, j'avoue caresser un ordre du jour bien personnel pour ce mandat. En premier lieu, je voudrais solidifier les assises financières du MAAC. Dans cette optique, j'encourage la communication de rapports financiers men-

suels qui émaneraient du siège du MAAC vers tous les directeurs de zone. Nous bénéficions déjà d'un budget équilibré, ce qu'a d'ailleurs approuvé le Conseil de direction, après avoir sabré dans certaines dépenses. Bien que nous ayons ainsi réduit certaines de nos dépenses, nous avons bien pris soin de préserver tous les services que nous offrons aux membres.

En deuxième lieu, je veux ardemment que le Conseil de direction fonctionne en équipe, pour le bien de notre organisme. Dans ce but, nous demanderons les commentaires du Conseil de direction et nous augmenterons la communication se rendant jusqu'aux membres qui occupent ce poste, et ce, relativement à tout sujet pertinent.

Au chapitre des affaires ordinaires, j'ai reçu une mise à jour en provenance de Peter Schaffer, relativement au site Web. Il me fait plaisir de vous rapporter que les membres devraient pouvoir récolter le fruit de leurs efforts au cours du prochain mois, y compris des formulaires

de renouvellement d'adhésion personnelle ainsi que les formulaires à l'intention des clubs, vers l'automne prochain. Hourrah!

J'aimerais remercier les membres de la zone H pour l'appui et les biens bons moments qu'ils m'ont fait vivre lorsque j'étais directeur de zone. Ceci dit, vous ne pourrez vous débarrasser de moi si aisément puisque je me rendrai à quantité de rassemblements au sein de la zone cette année; j'espère y être accompagné du nouveau directeur de la zone, Bill Rollins. Vous le connaissez déjà et il accomplira du boulot exceptionnel pour vous, surtout si vous lui témoignez autant d'appui que vous l'avez fait à mon égard.

N'hésitez pas à communiquer avec le président ou le vice-président du MAAC. Nous sommes disponibles afin de nous rendre à des rassemblements et afin de traiter de toute problématique de zone. Nous voulons être accessibles à tous nos membres, par courriel ou par téléphone.

Bons vols à vous tous et passez un été en toute sécurité. ✈

Notes de l'éditeur



Keith Morison 24909L
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On pourrait facilement penser que les directeurs du MAAC se la coulent douce. Un compte de dépenses, des déplacements d'un bout à l'autre du pays jusqu'en des lieux à la fois nouveaux et différents afin de s'imprégner de l'atmosphère de l'Assemblée générale annuelle. Ouais... ça, c'est la vie.

J'ai connu cette vie de directeur de zone pour le MAAC et de directeur au sein d'organismes semblables. La plupart du temps, la réalité se situe bien plus loin de la perception que peuvent en avoir les gens.

Les lieux reculés exotiques pour les réunions du Conseil de direction et les assemblées générales signifient bien peu lorsque la vue qui s'offre à vous pendant trois ou quatre jours consécutifs, ce sont les mêmes murs que vos collègues directeurs et vous -- qu'ils sourient ou qu'ils vous fassent la grimace -- voient de l'autre côté d'une table à laquelle vous vous êtes probablement assis, l'année dernière.

Je me sens rendu à la plupart des assemblées annuelles du MAAC au cours des 12 dernières années. Fondamentalement, il n'y a pas grand-chose qui change. Des discussions ont lieu, des opinions sont exprimées, les directeurs entendent des conseils de recherche ou d'opinion professionnelle et des décisions sont prises... des décisions qui se veulent dans l'intérêt de tous les membres.

Ce travail n'est certes pas facile et la plupart des directeurs contribuent un engagement solide et une passion pour notre passe-temps. Vous ne pourriez vous attendre à autre chose de la part d'individus qui consacrent d'innombrables heures à assurer le bon fonctionnement du MAAC.

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Maintenant, je ne suggère pas que rien ne change. Entre l'adoption des ordres du jour électronique et plusieurs votes anticipés sur des procédures, les réunions ont servi à séparer les directeurs en groupes de travail afin d'examiner plusieurs problématiques assez sérieuses auxquelles se butent notre association. Le monde change de plusieurs façons et le MAAC doit décortiquer où il se situe et comment s'y rendre.

Les réunions du Conseil de direction de cette année ont donné lieu à beaucoup de réflexion, plusieurs bonnes idées et -- pour plusieurs -- à une vision renouvelée de ce qu'est le MAAC et des défis que nous devons relever.

FAITES PARVENIR LES ARTICLES!

Tandis que nous continuons d'améliorer l'allure, la saveur et la profondeur de Model Aviation Canada, n'oubliez pas de continuer de nous faire parvenir les idées de reportage. Puisque les fins de semaine regorgent de rassemblements et que de nombreuses maquettes prennent la voie des airs, voilà une source quasi ininterrompue de matériel pour la revue. Envoyez-nous vos photos -- avec vignettes complètes -- et racontez-nous des histoires sur ce qui se passe dans votre contrée. ✈



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Editor's Notes



Keith Morison 24909L
Editor
403-510-5689 editor@modelaviation.ca

It can be easy to think that MAAC Zone Directors have it easy. Expense accounts, travel across the country to new and different places to soak up the atmosphere at the AGM. Yeah... that's the life.

I've lived the life as a MAAC Zone Director and as a Director of similar organizations. Reality lands far from perception most of the time.

The exotic locales for board and general meetings mean little when the most common view for three or four days straight is the same meeting room walls and your fellow directors - smiling or snarling - across what could be the same table you sat at, last year.

I've attended annual meetings for MAAC for most of the past dozen years. Fundamentally, not much changes. Discussions are had, opinions are given, re-

search and professional advice is heard and decisions are made which are felt to be in the best interests of all of the members.

It's not an easy job and most of the directors bring with them a solid commitment and passion for the hobby. What else would you expect from people who

ic agendas this year and a lot of advance voting on procedural issues, the meetings made use of time to break into workgroups and look at a number of serious issues facing the association. The world is changing in many ways and MAAC needs to figure out where it wants to be and how it will get there.

This year's Board meetings resulted in a lot of thought, several good ideas and - for many - a renewed vision of what MAAC and the challenges we are facing.

KEEP THE ARTICLES COMING!

As we continue to improve the look, feel and scope of Model Aviation Canada, don't forget to keep the story ideas coming. With events filling the weekends and models taking to the air, there is no end to

the source of material for MAC Magazine.

Send us your pictures, with full captions, and tell us some stories about what is going on in your neck of the woods. ✈



From Left, Claude Melbourne, Régis Landry, Richard Biron and Steve Hughes work together as a part of the Saturday workshops during the Board Meetings in Victoria. / De g. à dr.: Claude Melbourne, Régis Landry, Richard Biron et Steve Hughes travaillent ensemble dans le cadre des ateliers du samedi lors de la réunion du Conseil d'administration, à Victoria.

dedicate countless hours to make sure MAAC is running as smoothly as possible.

Now, I don't mean to suggest nothing changes. Between the move to electron-

DONALD EDGAR HANCOCK

Don passed away suddenly at his Paris, ON home on Wednesday May 4, 2011. He served as an Aviation Engineer all over Canada with the RCMP. He retired to Paris 22 years ago and belonged to the Brant Radio Control Model Flyers Club.

Beloved husband to Jean (nee English); loved father to Marcia Shmuir (Ken) and Neil (LesleyAnn); cherished grandpa to Matthew (Melissa), Stephen (Michelle) and Benjamin, and great grandpa to Evan, Kendra, and Sara.

Online condolences or donations may be arranged through www.wmkipffuneralhome.com or by contacting Wm. KIPP 519-442-3061.



Don s'est éteint subitement à son domicile de Paris (Ontario) le mercredi 4 mai 2011. Il était un ingénieur aéronautique au sein de la GRC et a sillonné tout le Canada. Il s'est retiré à Paris il y a 22 ans et il faisait partie du Brant Radio Control Model Flyers Club.

Il était l'époux bien-aimé de Jean (née English); le père bien-aimé de Marcia Shmuir (Ken) et Neil (LesleyAnn); le grand-papa adoré de Matthew (Melissa), Stephen (Michelle) et Benjamin et l'arrière-grand-père d'Evan, Kendra et Sara.

Vous pouvez envoyer des condoléances ou des dons en ligne par le biais de www.wmkipffuneralhome.com ou en communiquant avec le salon au 519 442-3061.



MEMBERSHIP APPLICATION 2011 DEMANDE DE PERMIS DE MODÉLISTE 2011



MODEL AERONAUTICS ASSOCIATION OF CANADA / MODÉLISTES AÉRONAUTIQUES ASSOCIÉS DU CANADA
5100 SOUTH SERVICE RD., UNIT #9, BURLINGTON ON L7L 6A5
www.maac.ca maachq@on.aibn.com Tel: (905) 632-9808 Fax: (905) 632-3304

MAAC # _____ 1 Year / An _____ 1/2 Year / An _____ 15 months / 15 mois _____ 3 Years / Ans _____

New & 10+ Year Former Member
nouveau membre / de plus de 10 ans

Member Type / Type d'adhésion
Open Member/Membre Régulier (with magazine / avec la revue) Jan 1 - Dec 31/11 \$71.43 + GST/HST Sep 1/11 - Dec 31/11 \$35.71 + GST/HST Sep 15/11 - Dec 31/12 \$71.43+ GST/HST Jan 1/11 - Dec 31/13 \$193.33+ GST/HST
(18 years or over as of Jan 1/11 / 18 ans et plus au 1 janvier) (CDN residents only) (uniquement pour résident Canadien)

Junior Member/Membre Cadet (no magazine / sans la revue) \$9.52+ GST/HST \$4.76+ GST/HST \$9.52+ GST/HST N/A
(Under 18 years as of Jan. 1/11 / Moins de 18 ans au 1 janvier)

Junior Member/Membre Cadet (with magazine / avec la revue) \$20.00+ GST/HST \$10.00+ GST/HST \$20.00+ GST/HST N/A

Birthdate / Date de naissance: _____ / _____ / _____ month/moisday/jouryear/année
Birthdates are required for verification of member type and kept confidential
 Date de naissance requise pour vérification, renseignements confidentiels

Current year fees are non-refundable The rights of membership shall terminate on Dec. 31st of the year printed on the membership card unless otherwise terminated in accordance with the constitution/bylaws or policies of the organization. Cotisation annuelle non remboursable. Les droits d'adhésion se terminent le 31 décembre de l'année imprimée sur la carte de membre à moins que le contrat soit résilié pour des raisons de constitution/règlements ou directives de l'association.

Name / Nom: _____
First / Prénom Initial / Initiale Last / nom

Membership Option Amount / Option de paiement d'adhésion _____

Address / Adresse: _____
Street, Avenue, Blvd, rue, chemin, etc. Unit / app #

Confirmation (Check box below/cochez la case di-dessous) \$4.76 _____

City / Ville: _____

Subtotal / total partiel _____

Province: _____ **Postal Code Postal:** _____

NS _____ 15% HST/TVH _____

Language/Langue (E/F) _____ **Occupation / Emploi** _____

NB, NL, ON _____ 13% HST/TVH _____

BC _____ 12% HST/TVH _____

PE, QC, MB, SK, AB, NT, YT, NU _____ 5% GST/TPS _____

GST # R127633378 **Subtotal (fees) / total partiel (cotisation)** _____

I AM A RESIDENT OF / JE SUIS UN RÉSIDENT DU:
 CANADA UNITED STATES / ETATS-UNIS OTHER
(Provide AMA number to verify status/Numéro d'adhésion du AMA pour vérification)

I wish to make a donation / je désire faire un Don:

Home / résidentiel

Team Travel Fund / Fonds de voyage pour équipe _____

TEL: _____ **FAX:** _____

Competition Fund / Fonds pour compétition _____

EMAIL / COURRIEL: _____

Flying Field Protection Fund / Fond de la Protection des Champs _____

Work / travail

Public Relations/ Relations publiques _____

TEL: _____ **FAX:** _____

Other (specify) / Autre (spécifiez) _____

EMAIL / COURRIEL: _____

TOTAL _____

MAAC CLUB AFFILIATION(S)

Method of Payment / Méthode de Paiement:

CLUB AFFILIÉ à MAAC: _____

VISA Mastercard Cheque Enclosed/Chèque Inclus

**How did you become aware of MAAC?
Comment avez-vous connu MAAC?**

- Friend/Ami Family/Famille Club
 Radio/TV Web
 Hobby Show: _____
 Hobby Shop: _____

Card # _____ Exp. _____

SIGNATURE: _____

Early Bird Crest - Any member who joins or renews for next year before November 30th of the current year will receive a specially designed crest. The crest is available in limited quantities and for a limited time while supplies last. / Écusson de paiement hâtif - Tout membre qui se joint ou renouvelle son adhésion avant le 30 novembre de l'année courante recevra un écusson spécialement conçu. L'écusson est disponible pour une période limitée jusqu'à épuisement des stocks.

- I do not wish to receive the Early Bird Crest/Je ne veux pas recevoir l'écusson "prime"
 Please send me a fax/email confirmation. My number/address is below. / Bien vouloir me faire parvenir une confirmation par fax ou courriel à l'adresse ou numéro ci-dessous mentionné.

Fax / email/courriel: _____

Interest Category / Catégories d'intérêts (please check all that apply / cochez les cases appropriées):

- | | | |
|--|--|---|
| <input type="checkbox"/> Sport (just for fun/juste pour le plaisir) | <input type="checkbox"/> R/C Float Plane / Hydravion à flotteurs | <input type="checkbox"/> R/C Helicopter / Hélicoptère |
| <input type="checkbox"/> R/C Precision Aerobatics / Acrobatie de précision | <input type="checkbox"/> R/C Scale Aerobatics / Acrobatique à l'échelle | <input type="checkbox"/> R/C Pylon / Pylône |
| <input type="checkbox"/> R/C Sailplane / Planeur | <input type="checkbox"/> R/C Scale Sailplane / Maquette de planeur | <input type="checkbox"/> R/C Scale / Maquette |
| <input type="checkbox"/> R/C Giant Scale / L'échelle géante | <input type="checkbox"/> R/C Open Combat / Combat libre | <input type="checkbox"/> R/C Scale Combat / Combat de copies volantes |
| <input type="checkbox"/> Control Line / Vol circulaire | <input type="checkbox"/> Control Line Stunt / Vol circulaire acrobatique | <input type="checkbox"/> Electric Aircraft / Maquettes électriques |
| <input type="checkbox"/> Free Flight Outdoor / Vol libre extérieur | <input type="checkbox"/> Free Flight Indoor / Vol libre intérieur | <input type="checkbox"/> Jet / Avion à réaction |
| <input type="checkbox"/> Rocket / Fusée | <input type="checkbox"/> R/C Car / R/C Auto | <input type="checkbox"/> SAM (Society of Antique Modelers / société des anciens modélistes) |
| <input type="checkbox"/> R/C Boat / R/C Bateau | <input type="checkbox"/> R/C Indoor / Vol intérieur télécommandé | Primary Interest / Intérêt principal: _____ |

Do you compete in any of the above categories? Participez-vous à des compétitions dans une catégories ci-haut mentionnées?
 Local / Locale Regional / Régionale National / Nationale International / Internationale What event / Quel événement? _____
(World Championship competitors use FAI designation / Utilisez l'identification "FAI" si vous êtes un compétiteur de classe mondiale)

I will report any incident without delay. I acknowledge that as a member I am responsible for \$500 of the \$5000 insurance deductible when I have caused an incident to occur. (Should the incident occur at your club field, the club is responsible for half and the member the second half of \$500. The member/club portion of the deductible is payable to MAAC at the time of reporting).

Je déclarerai tout incident sans délai. En tant que membre, je reconnais que je devrai effectuer un paiement de 500,00\$ pour le déductible d'assurance de 5000\$ lorsque j'ai causé un incident. (Si l'incident survient à votre club, ce dernier est responsable de la moitié du déductible de 500,00\$ du membre. La portion membre/club du déductible est payable à MAAC au moment de la déclaration de l'incident).

I understand that engaging in air modeling activities may be dangerous. I have read and will abide by the rules and regulations that have been established, or will in future be established, by the Model Aeronautics Association of Canada. I understand that my failure to comply with the rules and regulations of MAAC may result in denial of my membership and/or in failure of insurance coverage for any damages or claims. I also acknowledge that while operating a model aircraft in any of the 50 United States, insurance coverage will be provided by the Model Aeronautics Association of Canada and I will abide by both the AMA and MAAC Safety Codes. Where the two codes are in disagreement, the more stringent of the two shall apply. I will use only approved United States frequencies for radio control aircraft while flying in the 50 United States.

Je conviens que la pratique de l'aéromodélisme peut causer certains dangers. J'ai lu et je respecterai les règlements qui sont présentement établis, ou le seront dans le futur, par l'Association. Je comprends qu'à défaut d'observer le Code de Sécurité, ceci pourrait résulter en la perte de la couverture d'Assurance pour tous dommages ou réclamations. Je reconnais aussi que lorsque je ferai voler un modèle dans n'importe lequel des 50 états des États-Unis, je serai couvert par l'assurance de l'Association et j'obéirai au Code de Sécurité du MAAC ainsi que celui du AMA. S'il y a conflit entre les deux Codes, le plus sévère des deux sera de rigueur, et que j'utiliserai uniquement les fréquences approuvées par les États-Unis pour les modèles télécommandés.

SIGNATURE: _____ **DATE:** _____

parent or guardian must sign if applicant is under the age of 19 and agrees to provide the appropriate supervision to the applicant
Le parent ou tuteur du candidat âgé de moins de 19 ans doit signer et accepter d'offrir la surveillance adéquate au candidat

**Please allow 3-5 weeks for application to be processed
Prévoir 3 à 5 semaines pour réception du permis.**



General Order Form / Bon de Commande Générale



PRINT CLEARLY / IMPRIMER CLAIREMENT

Name/Nom: _____ MAAC # _____
 Address/Adresse: _____ Apt. # _____
 City/Ville: _____ Prov: _____ Postal Code: _____
 Tel: _____ Fax: _____ Email: _____

	Quantity/é	TOTAL
Decals: Wings/Ailes –Small/ Petit	_____	\$ 0.65 _____
Wings/Ailes –Medium/Moyenne	_____	\$ 0.70 _____
Wings/Ailes –Large/Grande	_____	\$ 0.75 _____
All three/Tous les trois	_____	\$ 2.00 _____
Tri-colour/Cercle MAAC tricolore	_____	\$ 1.50 _____
Bumper Sticker / Autocollant pour pare-choc	_____	\$ 5.00 _____

Pins/Épingles: Brass Lapel Pin/cuivre \$ 4.00 _____
 Tri-colour Plastic Pin/tricolore plastique \$ 2.00 _____
 Hat Pins/à chapeau (specify Qty/quantité) \$ 2.50 _____

Pattern Pilot Engine Collector Speed Pilot Combat Pilot Sport Pilot I Fly R/C
 Soaring Pilot Free Flight Pilot R/C Widow Pylon Racer Stunt Pilot Model Wife
 Scale Pilot Old Timer Pilot Chief Mechanic Quarter Scaler Chopper Pilot Rat Racer

Namebadge / Insigne de nom (Namebadge orders may take up to 12 weeks to process)
 (specify name and club or location as it should appear - nom, club et/ou location) \$ 7.00 _____

Nom: _____ Club/Location: _____

Clothes/Vêtements:

MAAC Hat / Chapeau du MAAC (specify Qty/ quantité)	\$ 15.00 _____
_____ MAAC Instructor	\$ 20.00 _____

Misc.: MAAC Crest / Écusson du MAAC \$ 2.00 _____
 Frequency Board/ tableau de fréquences \$ 15.00 _____
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10K Gold MAAC Ring/ Bague en or 10k (specify size/grandeur) Please contact the office for current pricing /
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Pictures available at www.maac.ca under MAAC E-Store / Photos disponibles sur le site web www.maac.ca sous la rubrique Magasin.

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Subtotal/Total Partiel \$ _____

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 HST/TVH: 13% for/pour NS, NB, NF, ON \$ _____
 HST/TVH: 12% for/pour BC \$ _____

TOTAL - \$ _____

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 VISA MC Card # _____ Expiry _____/_____/_____

Signature: _____

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5100 South Service Road, Unit 9, Burlington, ON, L7L 6A5

If paying by credit card, form may be faxed to / Si paiement est par carte de credit, faxez au **FAX: 905-632-3304.**
 Please allow 6 to 8 weeks for delivery. / Prévoir 6 à 8 semaines pour réception.

Procès-verbal AGA



MODÉLISTES AÉRONAUTIQUES
ASSOCIÉS DU CANADA

PROCÈS-VERBAL
ASSEMBLÉE GÉNÉRALE ANNUELLE

HÔTEL MARRIOTT VICTORIA INNER HARBOUR,
728, RUE HUMBOLDT, VICTORIA, CB V8W 3Z5

17 AVRIL 2011

Appel à l'ordre

Le président Richard Barlow #5744L a appelé à l'ordre l'Assemblée générale annuelle des Modélistes aéronautiques du Canada à 13 h 23, le dimanche 17 avril 2011. On a souhaité la bienvenue à tous les modélistes présents. Les organisateurs ont demandé aux personnes présentes de se lever et de donner leur numéro de MAAC lorsqu'ils prendraient la parole.

Présentation du Conseil de direction 2011 et des personnalités de renom

Les membres assis à la table d'honneur et du Conseil de direction se sont présentés en ordre alphabétique, en commençant par Walt Chikmoroff - zone Alberta/Territoires du Nord-Ouest; Régis Landry - zone Atlantique; Steve Hughes - zone Colombie-Britannique/Yukon; Jeff Esslinger - zone Manitoba/Nord-ouest Ontario; Roy Rymer - zone Milieu Ontario; Kevin McGrath - zone Nord Ontario; Claude Melbourne - zone de la Vallée de l'Outaouais; Linda Patrick - secrétaire-trésorière; Richard Barlow - président; Ron Dodd - zone Colombie-Britannique côtière; Richard Biron - zone Québec; Steve Woloz - zone Saint-Laurent; Heinz Pantel - zone Saskatchewan; Clair Murray - zone Sud-est Ontario et Frank Klenk - zone Sud-ouest Ontario.

Des membres notables du public ont été présentés. Bill Rollins -- le nouveau directeur de la zone Colombie-Britannique côtière; Keith Morison -- éditeur de Model Aviation Canada; Leo Katila, MAAC #35L et ancien directeur de zone; Don McGowan -- directeur adjoint, zone Alberta; Bill Fry, ancien directeur de la zone Sud-ouest Ontario; Wayne Bransfield -- ancien président du MAAC; Peter Schaffer -- président du comité de surveillance du Web ainsi que Fred Messacar -- président du Comité de la charte (constitution).

Quorum

Quelque 7 905 membres de catégorie libre sont présentement inscrits auprès du MAAC. Les directeurs de zone détiennent le vote de leurs membres, moins les gens qui sont présents en personne ou par voie de vote par procuration. Un quorum de 7 905 est établi pour les besoins de cette réunion.

Procès-verbal de la réunion précédente

: Le procès-verbal de l'Assemblée générale annuelle 2010 a été publié dans le numéro de juin de la revue Model Aviation Canada et est inclus dans la documentation qui a été distribuée à l'entrée. Les participants ont bénéficié de quelques minutes afin d'en refaire la lecture.

Keith Morison #24909L a proposé l'adoption du procès-verbal de 2010 tel que publié; appuyé de Peter Schaffer #44429. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

Affaires découlant du procès-verbal

aucune.

Rapport du président

Le rapport du président était aussi inclus dans la documentation distribuée à l'entrée et les participants ont bénéficié de quelques minutes afin d'en refaire la lecture.

Bill Fry #9270L a proposé l'acceptation du rapport du président; appuyé de Wayne Bransfield #27766. La résolution a été adoptée par le compte de de 7 905 en faveur, 0 contre, 0 abstention.

Rapport 2010 du vérificateur

Richard Barlow a expliqué que le rapport vérifié des états financiers avait été imprimé dans les pages du numéro de mars de Model Aviation Canada. Après sa publication, une erreur avait été décelée au chapitre des inscriptions différées, ce qui affectait le résultat final de 2010. Richard rencontre habituellement le vérificateur avant d'apposer sa signature sur les états financiers mais en raison de cette découverte et du moment durant lequel cela s'est passé, il n'a pu rencontrer le vérificateur avant cette réunion-ci; conséquemment, les états financiers n'ont pas été signés et n'ont pu être présentés aux membres. Richard coordonnera une réunion avec le vérificateur le plus rapidement possible et signera la documentation, une fois qu'il aura reçu satisfaction que tout est en ordre. Les états financiers signés seront alors publiés en compagnie du procès-verbal de la réunion.

Budget 2011

Richard Barlow a informé les modélistes présents que le budget proposé dans les pages de Model Aviation Canada avait été examiné par le Conseil de direction avant l'Assemblée générale annuelle et que, comme d'habitude, ce document avait été soumis à des révisions. Un budget révisé a été distribué et le Conseil de direction l'a approuvé par voie de vote majoritaire. Les membres ont bénéficié de quelques minu-

tes afin d'examiner le budget 2011 révisé. Aucune question n'a été soulevée.

Al Tamosiunas #9270 a proposé l'acceptation du budget 2011 révisé tel que présenté, ce qu'a appuyé Leo Katila #35L. La résolution a été adoptée par le compte de 7 904 en faveur, 0 contre, 1 abstention.

Vérificateur pour 2011 :

On a soulevé le fait que le vérificateur actuel est la firme Bridgman & Durksen et qu'une résolution devait être présentée afin de les approuver à titre de vérificateurs en 2011.

Peter Schaffer #44429 a proposé que la firme Bridgman & Durksen soit approuvée comme étant nos vérificateurs en 2011; appuyé de Fred Messacar #25381L. La résolution a été adoptée par le compte de 6 589 en faveur, 1 216 contre, 0 abstention.

Résolutions :

Les résolutions **1, 3 et 16** (cotisations), **10** (devoirs des comités permanents), **12** (Comité de la FAI) et **14** (Comité de vol par immersion) ont été déclarées des duplicata et conséquemment, redondantes.

Fred Messacar #25381L a proposé que les résolutions 1, 3, 10, 12, 14 et 16 soient déclarées redondantes en raison de duplication; appuyé de Don McGowan #51127L. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

Les résolutions **2, 4 et 5** ont été contournées pour le moment puisqu'elles seraient abordées plus tard.

La **résolution 6** (cotisations -- augmentation selon le plan d'affaires) --

Fred Messacar #25381L a proposé que la résolution 6 soit déclarée invalide et hors d'ordre; appuyé de Bill Fry #9270L. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

La **résolution #7** (cotisations -- adhésion d'introduction) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit rejetée. On a expliqué que des changements aux catégories d'adhésion semblent constituer une étape logique mais qu'ils impliquent habituellement de très grandes modifications à la base de données et à la logique requise, ce qui pourrait s'avérer très dispendieux pour quelque chose qui semble être un changement facile.

Fred Messacar #25381L a proposé l'acceptation de la résolution #7; appuyé

Annual General Meeting Minutes



MODEL AERONAUTICS ASSOCIATION OF CANADA

ANNUAL GENERAL MEETING MINUTES

MARRIOTT VICTORIA INNER HARBOUR, 728
HUMBOLDT ST., VICTORIA, BC V8W 3Z5

APRIL 17, 2011

Call to Order

President Richard Barlow #5744L called the Annual General Meeting of the Model Aeronautics Association of Canada to order at 1:23 p.m. on Sunday April 17, 2011. All attendees were welcomed. It was asked if those in attendance would stand and give their name and MAAC number when addressing the meeting.

Introduction of 2011
Board of Directors & VIPs

The head table & Board of Directors introduced themselves alphabetically by zone starting with Walt Chikmoroff - Alberta/NWT Zone; Régis Landry - Atlantic Zone; Steve Hughes - British Columbia/ Yukon Zone; Jeff Esslinger - Manitoba/ North-Western Ontario Zone; Roy Rymer - Middle Ontario Zone; Kevin McGrath - Northern Ontario Zone; Claude Melbourne - Ottawa Valley Zone; Linda Patrick - Secretary/Treasurer; Richard Barlow - President; Ron Dodd - BC Coastal Zone; Richard Biron - Québec Zone; Steve Woloz - St. Lawrence Zone; Heinz Pantel - Saskatchewan Zone; Clair Murray - South-East Ontario Zone and Frank Klenk - South-Western Ontario Zone.

Notable members of the audience were then introduced. Bill Rollins - new zone director for B.C. Coastal; Keith Morison - Editor of Model Aviation Canada; Leo Katila - MAAC #35L and former zone director; Don McGowan - Alberta Deputy Zone Director; Bill Fry - former South-Western Ontario zone director; Wayne Bransfield - Past President of MAAC; Peter Schaffer - Web Monitor Committee chairman and Fred Messacar - Constitution Chairman.

Quorum

There are 7,905 current Open members registered with MAAC. Zone Directors hold the votes of their members less those people present in person or by proxy. A quorum of 7,905 is established for this meeting.

Minutes of Previous Meeting

Minutes of the 2010 Annual General Meeting were published in the June issue of Model Aviation Canada and are included in the paperwork handed out at check-in. Attendees were given a few minutes to review.

Keith Morison #24909L moved approval

of the 2010 AGM Minutes as published, seconded by Peter Schaffer #44429. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Business Arising from the Minutes

No business arising.

President's Report

The President's Report was also included in the paperwork handed out at check-in and the attendees were given a few minutes to review.

Bill Fry #9270L moved acceptance of the President's Report, seconded by Wayne Bransfield #27766. The motion carried 7905 in favor, 0 against, 0 abstentions.

2010 Auditor's Report

Richard Barlow explained that the Audited Financial Report had been printed in the March issue of Model Aviation Canada. Subsequent to publication of the document, an error was discovered in the deferred memberships which affected the end result for 2010. Richard usually meets with the Auditor before signing off on the Financials but due to the discovery and timing, he was not able to meet with the Auditor prior to this meeting and so, we do not have signed Financial Statements to present to the members. Richard will arrange for a meeting with the Auditor as quickly as possible and will sign the paperwork once he has been satisfied that all is in order. The signed revised Financial Statements will then be published with the minutes of the meeting.

2011 Budget

Richard Barlow noted to the audience that the Proposed 2011 Budget printed in Model Aviation Canada had been reviewed by the Board of Directors prior to the AGM and as usual, had not survived without revision. A revised budget was handed out at check-in and it was noted that the Board had approved the revised budget by a majority vote. The members were given a few minutes to review the revised 2011 budget. There were no questions raised.

Al Tamosiunas #9270 moved approval of the revised 2011 Budget as presented, seconded by Leo Katila #35L. The motion carried 7,904 in favor, 0 against, 1 abstention.

Auditor for 2011

It was noted that the current auditor is Bridgman & Durksen and it is requested

that a motion to approve them as our 2011 auditors be presented.

Peter Schaffer #44429 moved that the firm of Bridgman & Durksen be approved as auditors for 2011, seconded by Fred Messacar #25381L. The motion carried 6,589 in favor, 1,316 against, 0 abstentions.

Resolutions

Resolutions #1, 3 & 16 (Fees), **10** (Duties of Standing Committees), **12** (FAI Committee) and **14** (FPV Committee) were declared duplicates and therefore, redundant.

Fred Messacar #25381L moved resolutions 1,3,10, 12, 14 & 16 be declared redundant due to duplication, seconded by Don McGowan #51127L. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Resolutions 2, 4 & 5 were by-passed for the moment and would be addressed later.

Resolution #6 (Fees - Increase with Business Plan)

Fred Messacar #25381L moved that resolution #6 be declared invalid and out of order, seconded by Bill Fry #9270L. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Resolution #7 (Fees - Introductory Membership) was discussed by the Board and it is recommended that the motion be rejected. It was explained that changes to membership classes that might look like logical steps usually involve extensive changes to the database and the logic involved, which can be very expensive for what looks like an easy change.

Fred Messacar #25381L moved that resolution #7 be accepted, seconded by Peter Schaffer #44429. The motion was defeated 0 in favor, 7,905 against, 0 abstentions.

Resolution #8 (Fees - two-year membership) was discussed by the Board and it is recommended that the motion be rejected.

Fred Messacar #25381L moved that resolution #8 be accepted seconded by Bill Fry #9270L. The motion was defeated 1,316 in favor, 6,589 against, 0 abstentions.

Resolution #9 (Committees - Duties of Standing Committees) was discussed by the Board and it is recommended that the motion be accepted. The FAI Committee has added its approval of the motion as well.

Fred Messacar #25381L moved that

de Peter Schaffer #44429. La résolution a été défaite par le compte de 0 en faveur, 7 905 contre, 0 abstention.

La résolution #8 (cotisations -- adhésion de deux ans) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit rejetée.

Fred Messacar #25381L a proposé que la résolution #8 soit acceptée; appuyé de Bill Fry #9270L. La résolution a été défaite par le compte de 1 316 en faveur, 6 589 contre, 0 abstention.

La résolution #9 (Comités -- devoirs des comités permanents a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit acceptée. Le Comité de la FAI a signifié son accord à cette résolution.

Fred Messacar #25381L a proposé que la résolution #9 soit acceptée; appuyé de Peter Schaffer #44429.

La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

La résolution #11 (Comités -- Comité de la FAI -- Épreuves) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit acceptée. Le Comité de la FAI a signifié son accord à cette résolution.

Fred Messacar #25381L a proposé que la résolution #11 soit acceptée; appuyé de Peter Schaffer #44429. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

La résolution #13 (Comités -- Comité vol par immersion vidéo) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit acceptée.

Fred Messacar #25381L a proposé que la résolution #13 soit acceptée; appuyé de Leo Katia #35L. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

La La résolution #15 (Cotisations -- du 15 septembre au 1er septembre) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit acceptée.

Fred Messacar #25381L a proposé que la résolution #15 soit acceptée; appuyé de Bill Fry #9270L. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

La résolution #4 (Cotisations -- augmentation pouvant atteindre 15,00 \$) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit défaite.

Fred Messacar #25381L a proposé que la résolution #4 soit acceptée; appuyé de Peter Schaffer #44429. La résolution a

été défaite par le compte de 0 en faveur, 7 905 contre, 0 abstention.

La résolution #5 (Cotisations -- augmentation jusqu'à 80,00 \$) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit défaite.

Fred Messacar #25381L a proposé que la résolution #5 soit acceptée; appuyé de Peter Schaffer #44429. La résolution a été défaite par le compte de 0 en faveur, 7 905 contre, 0 abstention.

La résolution #2 (Cotisations -- augmentation jusqu'à 80,00 \$) a été abordée au sein du Conseil de direction et il est recommandé que la résolution soit acceptée.

Fred Messacar #25381L a proposé que la résolution #2 soit acceptée; appuyé de Don McGowan #51127L. La résolution a été adoptée par le compte de 5894 en faveur, 2011 contre, 0 abstention.

Recommandations

Le Conseil de direction décide des recommandations et de leur disposition (ce qu'on en fait). Le Conseil de direction suggère ce qui suit :

Sécurité

- 1 Défaite
- 2 Rejetée
- 3 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.
- 4 La référer au Comité de sécurité -- Le Comité a voté de sorte à l'adopter dans le rapport.
- 5 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.
- 6 La référer au Comité de sécurité -- Le Comité a voté de sorte à l'adopter dans le rapport.
- 7 La référer au Comité de sécurité -- Le Comité a voté de sorte à l'adopter dans le rapport.
- 8 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.
- 9 La référer au Comité de sécurité -- Le Comité a voté de sorte à l'adopter dans le rapport.
- 10 La référer au Comité de sécurité -- Le Comité a voté de sorte à l'adopter dans le rapport.
- 11 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.
- 12 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.
- 13 Rejetée -- Le Comité a voté de sorte à la défaire dans le rapport.
- 14 Rejetée par le Conseil de direction -- Le Comité a voté de sorte à l'adopter dans le rapport.

15 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.

16 La référer au Comité de sécurité -- Le Comité a voté de sorte à la défaire dans le rapport.

17 La référer à l'IMAC

18 La référer à l'IMAC

19 La référer à l'IMAC

20 La référer à l'IMAC

21 La référer à l'IMAC

22 La référer à l'IMAC

23 La référer à l'IMAC

Assurance

- 1 La référer au Comité d'assurances

Comités

- 1 Acceptée
- 2 Duplicata
- 3 Duplicata
- 4 Acceptée
- 5 Rejetée
- 6 Rejetée
- 7 Acceptée
- 8 Acceptée -- la référer au Comité des relations publiques
- 9 Rejetée
- 10 Rejetée

Bibliothèque

- 1 Établir un Comité ad-hoc (consultatif)

Revue Model Aviation Canada

- 1 Redondante

Zones

- 1 Le Conseil de direction a été avisé

Site Web

- 1 La référer au Comité de la sécurité -- Le Comité a voté afin de l'accepter dans le rapport et la question a été référée au Comité des débutants
- 2 Rejetée
- 3 Référée au surveillant de la page Web/ Mise à jour

Conseil de direction

- 1 Référée à la réunion du Conseil de direction

Il a été noté que les recommandations 17 à 23 ont été dirigées vers l'IMAC et que le MAAC ne transige pas avec l'IMAC. Si les recommandations avaient été dirigées au Comité d'acrobatie de copies volantes du MAAC, elles auraient pu être traitées au sein même de ce comité. On a demandé si les recommandations afférentes au MAAC pouvaient être présentées une fois de plus l'année prochaine; absolument, oui, a-t-on répondu.

Rapports des comités

Claude Melbourne a pris la parole afin de parler des rapports de comité. M. Melbourne a noté que la documentation remise à l'entrée comporte 155 pages, dont les deux tiers sont composés de rapports de comités. Le processus implique la réception des recommandations provenant des

resolution #9 be accepted, seconded by Peter Schaffer #44429. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Resolution #11 (Committees - FAI Committee - Trials) was discussed by the Board and it is recommended that the motion be accepted. The FAI Committee has added its approval of the motion.

Fred Messacar #25381L moved that resolution #11 be accepted, seconded by Peter Schaffer #44429. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Resolution #13 (Committees - First Person Video Committee) was discussed by the Board and it is recommended that the motion be accepted.

Fred Messacar #25381L moved that resolution #13 be accepted seconded by Leo Katila #35L. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Resolution #15 (Fees - Sept. 15 to Sept. 1) was discussed by the Board and it is recommended that the motion be accepted.

Fred Messacar #25381L moved that resolution #15 be accepted seconded by Bill Fry #9270L. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Resolution #4 (Fees - Increase up to \$15.00) was discussed by the Board and it is recommended that the motion be defeated.

Fred Messacar #25381L moved that resolution #4 be accepted, seconded by Peter Schaffer #44429. The motion was defeated 0 in favor, 7,905 against, 0 abstentions.

Resolution #5 (Fees - Increase to \$80.00) was discussed by the Board and it is recommended that the motion be defeated.

Fred Messacar #25381L moved that resolution #5 be accepted, seconded by Peter Schaffer #44429. The motion was defeated 0 in favor, 7,905 against, 0 abstentions.

Resolution #2 (Fees - Increase to \$80.00) was discussed by the Board and it is recommended that the motion be accepted.

Fred Messacar #25381L moved that resolution #2 be accepted seconded by Don McGowan #51127L. The motion carried 5894 in favor, 2011 against, 0 abstentions.

Recommendations

Recommendations and their disposition are decided by the Board. Disposition of the recommendations by the Board is as follows.

Safety

- 1 Defeated
- 2 Rejected
- 3 Refer to Safety Committee
Committee voted to defeat in Report
- 4 Refer to Safety Committee
Committee voted to accept in Report
- 5 Refer to Safety Committee
Committee voted to defeat in Report
- 6 Refer to Safety Committee
Committee voted to accept in Report
- 7 Refer to Safety Committee
Committee voted to accept in Report
- 8 Refer to Safety Committee
Committee voted to defeat in Report
- 9 Refer to Safety Committee
Committee voted to accept in Report
- 10 Refer to Safety Committee
Committee voted to accept in Report
- 11 Refer to Safety Committee
Committee voted to defeat in Report
- 12 Refer to Safety Committee
Committee voted to defeat in Report
- 13 Rejected
Committee voted to defeat in Report
- 14 Rejected by Board
Committee voted to accept in Report
- 15 Refer to Safety Committee
Committee voted to defeat in Report
- 16 Refer to Safety Committee
Committee voted to defeat in Report
- 17 Refer to IMAC
- 18 Refer to IMAC
- 19 Refer to IMAC
- 20 Refer to IMAC
- 21 Refer to IMAC
- 22 Refer to IMAC
- 23 Refer to IMAC

Insurance

- 1 Refer to Insurance

Committees

- 1 Accepted
- 2 Duplicate
- 3 Duplicate
- 4 Accepted
- 5 Rejected
- 6 Rejected
- 7 Accepted
- 8 Accepted – Refer to PR Committee
- 9 Rejected
- 10 Rejected

Library

- 1 Establish an Ad-Hoc Committee

MAC Magazine

- 1 Redundant

Zones

- 1 Board advised

Website

- 1 Refer to Safety Committee - Committee voted to accept in Report & Referred to Beginner Committee

2 Rejected

3 Refer to the Web Page Monitor/Update

Board

- 1 Referred to the board meeting

It was noted that recommendations 17 through 23 were directed to IMAC and MAAC does not deal with IMAC. If the recommendations had been directed to the MAAC Scale Aerobatics Committee, they could have been dealt with by that committee. It was asked if the recommendations regarding IMAC could be brought forward again next year, the response was absolutely, they can.

Committee Reports

Claude Melbourne was given the floor to address committee Reports. Claude noted that the paperwork handed out at check-in is 155 pages, two thirds of which are committee reports. The process involves receiving recommendations from the Annual Zone meetings, which are sent to the committees, the committees vote on them and send their recommendations for disposition to the Board and the Board then votes on them. Results of Board voting on committee reports and action items in those reports will be posted on the web site. Claude stated that he takes his hat off to the committee chairmen, there is a huge amount of work that goes on behind the scenes in the organization and the Board could not function without them. If you see a committee chairman, thank him personally for doing a wonderful job.

Awards

Richard Barlow announced the recipients of awards. Zone Directors were asked to speak briefly about each of the Hall of Fame and Lifetime Achievement Award recipients.

Hall of Fame Award

Bill Gillespie #8660 of Alberta Zone - award will be presented by Zone Director Walt Chikmoroff

Peter Allnutt #2105 of SE Ontario Zone - award will be presented by Zone Director Clair Murray

Jim Moseley #38286L of SE Ontario Zone - award will be presented by Zone Director Clair Murray

Lifetime Achievement

Ted Russell 13970L of BC Zone - award will be presented by Zone Director Steve Hughes

Ken Starkey #5387L of St Lawrence Zone - award will be presented by Zone Director Steve Woloz

Leo Katila #35L of BC Coastal Zone - award was presented to Leo last evening at

assemblées annuelles de zone, recommandations qui sont envoyées aux comités; les comités votent sur chacune et envoient leurs recommandations pour que le Conseil de direction en traite et ce même Conseil vote ensuite sur chacune. Les résultats du vote au sein du Conseil de direction relative-ment aux rapports des comités et les points pour action subséquente que contenaient ces rapports seront postés sur le site Web. Claude a déclaré qu'il lève son chapeau aux présidents de comités puisqu'une quantité énorme de travail est abattue en coulisses au sein de l'organisme et que le Conseil ne pourrait fonctionner sans ces présidents. Si vous rencontrez un président de comité, a-t-il résumé, remerciez-le personnellement pour le travail sensationnel qu'il accomplit.

Prix

Richard Barlow a annoncé les récipiendaires de prix. On a demandé aux directeurs de zone de parler brièvement des modélistes qui accèdent au Temple de la renommée du MAAC et de ceux qui reçoivent le Prix de l'accomplissement d'une vie.

Temple de renommée

Bill Gillespie #8660 de la zone Alberta - le directeur de la zone, Walt Chikmoroff, lui remettra le prix

Peter Allnutt #2105 de la zone Sud-est Ontario - le directeur de la zone, Clair Murray, lui remettra le prix

Jim Moseley #38286L de la zone Sud-est Ontario - le directeur de la zone, Clair Murray, lui remettra le prix

Accompliss. d'une vie

Ted Russell 13970L de la zone Colombie-Britannique - le directeur de la zone, Steve Hughes, lui remettra le prix

Ken Starkey #5387L de la zone Saint-Laurent - le directeur de la zone, Steve Woloz, lui remettra le prix

Leo Katila #35L de la zone Colombie-Britannique côtière - le prix a été remis à Léo la veille lors de notre banquet

Membres Leader

Le Conseil de direction a remis ce titre à quelque 27 modélistes; leur directeur de zone respectif leur remettra cette distinction.

Nom	No MAAC	Zone
Roger Goulet	4425	A
Ernie Reinhold	53331	A
Al McGillis	63543	A
Bob Wonitoy	23727	A
Paul Phillips	28438	B
John Gillander	10052	B
Rick Kirkbride	50296	B
William Grundy	35283	B
Norman Bryson	55953	C
Steve Hughes	60686	C
Bill Swindells	47841	E
Cecil Marshall	11945	F
Brent Norman	48492	G
Michael Anderson	17752	G
Eric Dainty	19054	G
Jean-Claude Terrettaz	29906	G
Michel Roberge	8261	I
Rodger Williams	9587	I
Gord Schindler	6694	L
David Parton	55630	L
Michael McDermott	35604	L
Brian Anderson	31286	L
James Eichenberg	29270	L
Peter Conquergood	5844	L
Roger Damore	5782	M
Bill Greene	18250	M
Steve Raper	61228	M

Autres sujets

Aucun autre sujet n'a été présenté.

Date et lieu de l'AGA 2012

Steve Woloz a pris la parole afin d'annoncer que la prochaine Assemblée générale annuelle aurait lieu à Montréal (Québec), possiblement la dernière fin de semaine de mars.

Richard Barlow a ensuite présenté le Conseil exécutif 2010 avec qui il a travaillé au cours des trois dernières années : Claude Melbourne - vice-président, Roy Rymer - membre at large et Walt Chikmoroff - membre at large.

Richard a ensuite présenté le Comité exécutif 2011 : Ron Dodd - président, Kevin McGrath - vice-président, Clair Murray - membre at large, Walt Chikmoroff - membre at large et Richard Barlow - président sortant. Une fois de plus, Linda Patrick a été élue à titre de secrétaire/trésorière.

Résolution d'absolution

Richard Barlow a réclamé une résolution d'absolution.

Peter Schaffer #44429 a proposé la résolution d'absolution; appuyé de Don McGowan #51127L. La résolution a été adoptée par le compte de 7 905 en faveur, 0 contre, 0 abstention.

Heinz Pantel #42484L a proposé l'ajournement de la réunion à 14 h 26; appuyé de Don McGowan #51127L.

Respectueusement soumis,
Linda Patrick - Secrétaire/trésorière ✈

our banquet

Leader Membership

There were 27 Leader Memberships awarded by the Board, all of which will be presented to the recipients listed below by their respective zone directors.

Name	MAAC #	Zone
Roger Goulet	4425	A
Ernie Reinhold	53331	A
Al McGillis	63543	A
Bob Wonitoy	23727	A
Paul Phillips	28438	B
John Gillander	10052	B
Rick Kirkbride	50296	B
William Grundy	35283	B
Norman Bryson	55953	C
Steve Hughes	60686	C
Bill Swindells	47841	E
Cecil Marshall	11945	F
Brent Norman	48492	G
Michael Anderson	17752	G
Eric Dainty	19054	G
Jean-Claude Terrettaz	29906	G
Michel Roberge	8261	I
Rodger Williams	9587	I

Gord Schindler	6694	L
David Parton	55630	L
Michael McDermott	35604	L
Brian Anderson	31286	L
James Eichenberg	29270	L
Peter Conquergood	5844	L
Roger Damore	5782	M
Bill Greene	18250	M
Steve Raper	61228	M

New Business

There was no new business presented.

Date & Location of 2012 AGM

Steve Woloz was given the floor to announce that the next Annual General Meeting will be in Montréal, QC, tentatively the last weekend of March.

Richard Barlow then introduced the 2010 Executive Committee with whom he has worked with for the past three years: Claude Melbourne - Vice President, Roy Rymer - Member at Large and Walt Chikmoroff - Member at Large.

Richard then introduced the 2011 Executive Committee: Ron Dodd - President, Kevin McGrath - Vice President, Clair Murray - Member at Large, Walt Chikmoroff - Member at Large and Richard Barlow - Past President. Linda Patrick was once again elected as Secretary/Treasurer.

Absolution Motion:

Richard Barlow requested an absolution motion.

Peter Schaffer #44429 moved the absolution motion, seconded by Don McGowan #51127L. The motion carried 7,905 in favor, 0 against, 0 abstentions.

Heinz Pantel #42484L moved the meeting adjourn at 2:26 p.m., seconded by Don McGowan #51127L.

Respectfully submitted,
Linda Patrick - Secretary/Treasurer ✈

Revised 2011 Budget / budget révisé 2011



	Budget 2010	Actual 2010	Approved 2011
INCOME:			
Membership	734,000	715,812	690,000
Supplies & Shipping	8,150	8,023	8,000
Mac Mag	0	172	0
Misc.	250	1,019	100
Field Registration	10,500	9,633	10,000
Additional Insured Certificates	1,500	2,357	1,800
Term Deposit Interest	9,779	3,518	2,320
Nationals	0	0	0
Contributions	0	381	0
Levy	0	0	0
Confirmations	3,000	358	300
SUB TOTAL	767,179	741,273	712,520
Contingency	-10,000	-10,000	-10,000
Cost of Sales (69.5% of Supplies)	-7,000	-7,347	-7,000
Office Computer Replacement Funds (over 4 yrs)		0	-3,000
Office Heat Unit(s) Replacement		0	-3,000
TOTAL INCOME:	750,179	723,926	689,520
EXPENDITURES:			
Office			
Building	21,600	19,569	19,900
Staff	124,000	124,620	112,200
Equip.	10,000	9,484	7,900
Postage	53,000	38,273	47,000
Prof. Fees	23,500	32,852	30,600
Printing/Publishing	114,500	105,942	116,000
PR/Advertising	24,500	15,541	12,500
Other	39,600	33,110	37,500
Insurance	140,800	137,920	112,300
AMA		0	1,000
FAI	48,000	47,179	46,100
Radio Advisory Board	9,000	7,566	7,000
Transport Canada		0	1,000
AGM	45,000	37,763	30,000
Zone Directors	48,000	43,782	48,000
Zone Promotions	24,000	20,536	24,000
Executive Committee	8,000	8,042	12,000
President	12,000	12,000	8,000
Nationals	500	1,415	1,000
Committees	11,800	5,298	9,300
Special Projects	56,000	73,196	5,750
TOTAL EXPENSES	813,800	774,088	689,050
SURPLUS/(DEFICIT)	-63,621	-50,162	470
Depreciation		-17,768	
Equipment Purchase			
Levy			
Dedicated income & interest		63,108	
Dedicated Expenditures		-7,392	
Contingency & Operational Reserve GICs		10,000	
NET INCOME/(LOSS)		-2214	

Amended 2010 Financial Statements



MODEL AERONAUTICS ASSOCIATION OF CANADA FINANCIAL STATEMENTS DECEMBER 31, 2010

AUDITORS' REPORT

To the Members of
Model Aeronautics Association of Canada
Burlington, Ontario

We have audited the Balance Sheet of Model Aeronautics Association of Canada as at December 31, 2010 and the Statements of Net Assets, Operations and Cash Flow for the year then ended. These financial statements are the responsibility of the association's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial position of the Association as at December 31, 2010 and the results of its operations and the changes in its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

We draw attention to Note 6 of the financial statements which describes facts which became known to the auditor after the financial statements were issued. Our opinion is not qualified in respect of this matter.

BRIDGMAN & DURKSEN
CHARTERED ACCOUNTANTS
PROFESSIONAL CORPORATION
St. Catharines, Ontario

Authorized to practise public accounting by The Institute of Chartered Accountants of Ontario.

February 14, 2011

BALANCE SHEET - DECEMBER 31, 2010

	Actual 2010	Actual 2009
ASSETS		
CURRENT		
Cash	\$377,365	\$290,340
Term deposits	724,916	753,995
Accounts receivable	-	23
Inventory	40,283	30,284
Prepaid expenses	9,395	11,074
Interest receivable	12,387	37,282
FAI travel fund, note 3	14,312	13,569
	<u>1,178,658</u>	<u>1,136,567</u>

		Actual 2010	Actual 2009
CAPITAL, net book value			
	Cost	Accumulated Depreciation	
Building, note 2	270,049	168,144	101,905
Office furn. and equipment	45,219	45,219	-
Computer equip.	57,404	44,703	12,701
Museum equip.	12,069	6,575	5,494
	<u>384,741</u>	<u>264,641</u>	<u>120,100</u>
			<u>\$1,298,758</u>
			<u>\$1,261,734</u>

LIABILITIES

CURRENT

Accounts payable and accrued liabilities	\$53,156	\$34,671
FAI travel fund, note 3	14,312	13,569
Deferred membership fees (within the year) note 6	<u>345,349</u>	<u>348,190</u>
	412,817	396,430

LONG-TERM

Deferred membership fees (beyond next year) (note 6)	<u>136,886</u>	<u>114,037</u>
	549,703	510,467

NET ASSETS

NET ASSETS		
Invested in building and equipment	120,100	125,167
Restricted funds	673,714	364,404
Unrestricted funds	<u>(44,759)</u>	<u>261,696</u>
	<u>\$1,298,758</u>	<u>\$1,261,734</u>

Approved on behalf of the Association
Per Richard Lyle Barlow
Per Linda Patrick

STATEMENT OF NET ASSETS FOR THE YEAR ENDED DECEMBER 31, 2010

	Actual 2010	Actual 2009
RESTRICTED		
CAPITAL ASSETS:		
Balance, beginning of year	\$125,167	\$131,695
Capital assets purchased during the year	16,934	5,000
Amortization, notes 1 and 2	<u>22,001</u>	<u>11,528</u>
Net capital assets	<u>\$120,100</u>	<u>\$125,167</u>
INTERNALLY RESTRICTED:		
Contingency fund (operational and insurance)	\$459,202	\$175,691
Insurance deductible	52,902	52,902
Special projects	56,202	29,769
World championships host	27,663	26,769
Nationals	20,214	20,196
Public relations	3,966	3,510
Archives, books	<u>1,191</u>	<u>1,191</u>
	<u>621,340</u>	<u>310,028</u>
EXTERNALLY RESTRICTED:		
Museum	\$29,107	\$28,382

Manitoba zone Gimli contests	7,063	8,202
Competition	6,146	5,814
F3J entrance fees	2,554	4,223
Flying field protection	3,896	3,847
Youth	2,037	2,001
Ottawa valley fun fly	964	964
Archives	607	943
	<u>52,374</u>	<u>54,376</u>
	<u>\$673,714</u>	<u>\$364,404</u>

UNRESTRICTED

OPERATING FUND:

Balance, beginning of year	\$261,697	\$268,311
Surplus (loss), for the year	61,510	(6,615)
Transfer of funds from operating and insurance reserves to contingency fund(367,966)		-
Balance, end of year	<u>\$(44,759)</u>	<u>\$261,696</u>

STATEMENT OF OPERATIONS FOR THE YEAR ENDED DECEMBER 31, 2010

	Actual 2010	Forecast 2010	Actual 2009
REVENUE			
Membership fees, (note 6)	\$715,813	\$734,000	\$734,376
Dedicated Funds, contributions and interest	63,108	-	53,129
Interest income	3,518	9,779	3,426
Field registrations	9,633	10,500	10,693
Sales	8,586	8,400	9,476
Contributions	3,553	4,500	8,196
Advertising and magazine sales	172	-	359
	<u>804,383</u>	<u>767,179</u>	<u>819,655</u>
EXPENSES			
Head office, schedule	\$260,638	\$286,600	\$258,817
Insurance, schedule	137,920	140,800	139,904
Publication	126,320	133,000	131,573
Special projects	73,196	56,000	40,478
Zone directors	64,318	72,000	58,532
FAI, Schedule	47,179	48,100	48,488
Annual general meeting	37,763	45,000	46,150
President	12,000	12,000	12,000
Executive committee	7,608	7,000	8,498
Expenditures from Dedicated Funds	7,392	-	10,973
Cost of sales	7,347	17,000	20,633
Committees, schedule	5,298	11,800	8,137
Nationals	1,415	500	500
Vice-president	434	1,000	1,213
Amortization, note 2	17,768	-	11,528
	<u>806,596</u>	<u>830,800</u>	<u>797,424</u>
SURPLUS (LOSS) FOR THE YEAR	(2,213)	<u>\$(63,621)</u>	22,231
Reallocation of dedicated transactions, to (from) restricted funds		<u>63,723</u>	<u>(28,846)</u>
NET LOSS FOR THE YEAR	<u>\$61,510</u>		<u>\$(6,615)</u>

SCHEDULE OF EXPENSES FOR THE YEAR ENDED DECEMBER 31, 2010

	Actual 2010	Forecast 2010	Actual 2009
--	----------------	------------------	----------------

COMMITTEES			
Archives Committee	\$2,000	\$2,000	\$2,000
Other committee expenses	<u>3,298</u>	<u>9,800</u>	<u>6,137</u>
	<u>\$5,298</u>	<u>\$11,800</u>	<u>\$8,137</u>

FEDERATION AERONAUTICS INTERNATIONALE

Aero Club of Canada	\$18,952	\$19,600	\$19,584
C.I.A.M.	3,863	4,400	2,200
W/C entry accommodations	364	100	19
F.A.I. travel	<u>24,000</u>	<u>24,000</u>	<u>26,685</u>
	<u>\$47,179</u>	<u>\$48,100</u>	<u>\$48,488</u>

HEAD OFFICE

Credit card charges	\$16,988	\$22,000	\$18,392
Equipment maintenance	10,136	5,500	8,139
Maintenance, fees and utilities	19,570	21,600	18,518
Office and general	40,840	58,000	46,701
Professional fees	9,714	8,000	7,552
Public relations	36,437	36,000	30,701
Salaries and benefits	121,220	121,000	114,298
Stationery and printing	<u>5,733</u>	<u>14,500</u>	<u>14,516</u>
	<u>\$260,638</u>	<u>\$286,600</u>	<u>\$258,817</u>

INSURANCE

Building and equipment	\$1,971	\$1,800	\$1,777
Directors and officers	1,880	1,900	1,880
Group travel	1,107	1,500	1,358
Members	<u>132,962</u>	<u>135,600</u>	<u>134,889</u>
	<u>\$137,920</u>	<u>\$140,800</u>	<u>\$139,904</u>

CASH FLOW STATEMENT FOR THE YEAR ENDED DECEMBER 31, 2010

	2010	2009
CASH DERIVED FROM (APPLIED TO):		
OPERATIONS		
Surplus (loss) for the year	\$(2,213)	\$22,231
<i>Items not requiring a cash outlay</i>		
Amortization	<u>22,001</u>	<u>11,528</u>
	<u>19,788</u>	<u>33,759</u>
Changes in non-cash working capital items		
Accounts receivable	23	190
Inventories	(9,999)	10,158
Prepaid expenses	1,679	122,034
Interest receivable	24,153	(17,520)
Accounts payable and accrued liabilities	19,228	(132,678)
Other deferred revenue	<u>20,009</u>	<u>(17,899)</u>
	<u>74,881</u>	<u>(1,956)</u>
INVESTING ACTIVITIES		
Purchase of laptop computers	(16,935)	-
Purchase of equipment	<u>-</u>	<u>(5,000)</u>
	<u>(16,935)</u>	<u>(5,000)</u>
NET INCREASE (DECREASE) IN CASH	57,946	(1,956)
CASH, beginning of year	<u>1,044,335</u>	<u>1,046,291</u>
CASH, end of year	<u>\$1,102,281</u>	<u>1,044,335</u>

INVESTING ACTIVITIES

Purchase of laptop computers	(16,935)	-
Purchase of equipment	<u>-</u>	<u>(5,000)</u>
	<u>(16,935)</u>	<u>(5,000)</u>

NET INCREASE (DECREASE) IN CASH

CASH, beginning of year	<u>1,044,335</u>	<u>1,046,291</u>
CASH, end of year	<u>\$1,102,281</u>	<u>1,044,335</u>

REPRESENTED BY:

Cash	377,365	290,340
Term deposits	<u>724,916</u>	<u>753,995</u>
	<u>\$1,102,281</u>	<u>1,044,335</u>

CORPORATE PROFILE

The organization was incorporated in June 1949 under the provisions of the Canada Business Corporations Act. Its primary activity is to foster the advancement of model aeronautics on a national basis.

1. ACCOUNTING POLICIES

USE OF ESTIMATES

The preparation of financial statements in conformity with Canadian generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expense during the year. Actual results could differ from those estimates.

REVENUE RECOGNITION

Membership fees are reported as revenue in the calendar year to which they apply. Fees received in advance are reported as deferred membership fees and included in liabilities.

The Association also receives monies from its members to cover entrance fees for specific events, donations to help send other individuals to events and the purchase of goods (hats, pins, crests, etc.) with the Association logo on them. The entrance fees and donations are recorded when the monies are received. The purchase of goods are recorded when the goods are shipped.

INCOME TAXES

No provision for income taxes is required as the association is exempt from income taxes under Section 149(1)(l) of the Canadian Income Tax Act.

INVESTMENTS

Investments consist of guaranteed income certificates, valued at cost plus accrued interest.

INVENTORY

Inventory is valued at the lower of cost (determined by weighted average costing) and net realizable value on a specific item basis.

CAPITAL ASSETS

Capital assets are recorded at cost. Depreciation is provided annually using the declining balance basis, as follows:

Building	5%
Museum equipment	5%
Office furniture and equipment	straight line basis over 5 years
Computer equipment	straight line basis over 5 years
Laptops	straight line basis over 4 years

INTEREST RATE RISK

Interest rate risk refers to the risk that the fair value instruments or future cash flows associated with GIC investments will fluctuate due to changes in the market interest rate. The investments are Guaranteed Income Certificates issued by Canadian Imperial Bank of Commerce with maturity dates ranging from February 2011 to September 2014. Interest rates range from 0.25% to 5.0% per annum.

FINANCIAL INSTRUMENTS

The Association's financial instruments consist of cash, term deposits, accrued interest receivable, accounts payable and accrued liabilities, and long-term debt. Unless otherwise noted, it is the management's opinion that the Association is not exposed to significant interest, currency or credit risks arising from these financial instruments. The fair values of these financial instruments approximate their carrying values.

COMPARATIVE FIGURES

Certain reclassifications for the year ended December 31, 2009 have been made for the purpose of comparability.

2. CAPITAL ASSETS

Amortization expense for the year amounted to \$22,001 (\$11,528 for 2009). Further to the normal \$17,768 of capital assets amortized, the Board allocated \$4,233 of amortization on zone directors' laptops to their budget.

In January 2009 the Association obtained a market value estimate regarding the building (from a licensed real estate broker) at \$395,000 - \$410,000 (before any selling expenses).

3. FEDERATION AERONAUTIQUE INTERNATIONALE TRAVEL FUND ACCOUNT

The Association budgets annually to contribute to the Federation Aeronautique Internationale Trust Fund account to offset member costs of international competitions. The following is a summary of the fund:

	2010	2009
Balance, beginning of year	\$13,569	\$18,325
Donations	265	2,794
Current year allocation	<u>24,000</u>	<u>26,685</u>
	37,834	47,804
Less, travel costs	<u>(23,522)</u>	<u>(34,235)</u>
Balance, end of year	<u>\$14,312</u>	<u>\$13,569</u>

4. BANK INDEBTEDNESS

The Association holds a Corporate Classic Visa with a credit limit of \$25,000 and is secured by a CIBC Guaranteed Investment Certificate in the amount of \$25,000. The facility is to be used for purchase and payment of goods and services, repayment is due on demand. Annual review fee of \$150, payable annually.

5. FUTURE ACCOUNTING CHANGES

The Accounting Standards Board has announced that all Canadian reporting entities, subject to certain exceptions which include not-for-profit organizations, will adopt International Financial Reporting Standards (IFRSs) as Canadian generally accepted accounting principles for years beginning on or after January 1, 2012. However this association will move forward to early adoption of the new not-for-profit accounting standards next year.

6. SUBSEQUENT EVENTS

Subsequent to the auditor's report date, the Association became aware of a calculation error of Fiscal 2010 deferred membership fees. These financial statements reflect the correction of \$72,314 to deferred membership fees. This adjustment resulted in a decrease of deferred membership fees and a corresponding increase of the current year's membership fee income. Our opinion is not qualified in respect of this matter.

Affect on financial statement presentation is as follows:

	Balance sheet presentation	2010
Issued financial statements:		
Current deferred membership fees		\$361,854
Long-term deferred membership fees		<u>192,695</u>
Total deferred membership fees, issued statements		<u>554,549</u>
Amended financial statements:		
Current deferred membership fees		345,349
Long-term deferred membership fees		<u>136,886</u>
Total deferred membership fees, amended statements		<u>482,235</u>
Net adjustment to balance sheet, deferred income		<u>\$ 72,314</u>
	Statement of Operations presentation	
Issued financial statements:		
Membership fees		\$643,499
Amended financial statements:		
Membership fees		<u>715,813</u>
Net adjustments to operations, membership fees		<u>\$ 72,314</u>

Alberta (A)



Walt Chikmoroff 6320L
Zone Director
(403) 946-9939zd-a@maac.ca

With the running of the CARFF auction, spring is officially here in Zone A. On May 7, I attended the event in Sylvan Lake, Alberta. There were 300 to 400 people in attendance. The organizers gave me a few minutes to speak to the MAAC members, and I also spent three hours chatting with the members about the AGM and the issues that they are having at their flying sites. By and large, the groups are doing very well. They accepted the news of the dues increase that is effective on January 1, 2012.

Another sign of spring is the ice melting away from the ponds and lakes, and the first Float Fun Fly, which will be hosted by the Rocky Mountain Barnstormers on May 14-15, 2011. Check

the events page in Model Aviation Canada for the location -- it is an excellent spot for flying off water.

As our equipment has been sitting all winter, some maintenance should be done before we make our first spring trip to the flying field. This is a good time to check and cycle our transmitter and flight pack batteries. The switch harness should also be examined, as it gets a fair amount of use during the flying season.

It also pays to change items like batteries, servos, quick links, switch harness and many other components of our planes. These parts are replaceable, and much less expensive than the entire aircraft. Some clubs require inspections of aircraft that are flown by their members and visitors before they can fly. This is good practice, as another pair of eyes can find problems we may have missed -- there are times when each of us does not

see the forest for the trees.

If you have not been indoor flying during the winter, it may be advisable to take it easy for the first few flights, until you get your thumbs under control. To ease into the summer season, there are several large events listed in the events page. Attend them if you can, as it gives everyone an opportunity to experience the joy of competition, or to just have some plain fun with flying buddies.

Well, the 2011 AGM is history, and you will be seeing the minutes of the meeting in a future issue of Model Aviation Canada. I have been elected for another term as an executive member at large. Other than me, there has been a complete new Executive elected, and the names will be published in the magazine.

Have a great flying season, and I hope to meet some of you at events during the summer. ✈

Alberta (A)



Walt Chikmoroff 6320L
Directeur de zone
(403) 946-9939 zd-a@maac.ca

Avec la vente aux enchères du Club CARFF, le printemps est officiellement arrivé ici dans la zone A. Le 7 mai, je me suis rendu à cet événement à Sylvan Lake (Alberta). Entre 300 et 400 personnes s'y trouvaient. Les organisateurs ont bien voulu me laisser prendre la parole pendant quelques instants afin de parler aux membres du MAAC. J'ai aussi passé trois heures à poursuivre ces discussions au sujet de l'Assemblée générale annuelle et des problématiques auxquelles ils sont confrontés relativement à leur terrain de vol respectif. En gros, les groupes se tirent bien d'affaire. Ils ont accepté la nouvelle voulant que les cotisations vont augmenter au 1^{er} janvier 2012.

Autre signe printanier, la fonte de la neige sur les étangs et les lacs ainsi que le premier rassemblement pour hydravions Float fly, qu'organise le Club Rocky Mountain Barnstormers, les 14 et 15 mai. Vérifiez la page des événements à

venir dans notre revue Model Aviation Canada pour l'endroit; c'est tout indiqué pour le vol à partir de l'eau.

Puisque notre équipement n'a pas été utilisé durant l'hiver, il faudrait que vous procédiez à un peu d'entretien avant de se diriger vers le terrain de vol. C'est le moment approprié pour vérifier et effectuer des cycles de recharge à l'émetteur et aux piles embarquées (à bord de la maquette). Vous devriez aussi examiner le commutateur on/off puisque vous vous en servez beaucoup au cours de la saison.

Ce serait aussi une bonne chose de changer des objets tels que les piles, servos et autre tringlerie à bord des avions. Ces pièces sont remplaçables et s'avèrent bien moins dispendieuses que la maquette au complet. Certains clubs exigent que les maquettes des membres comme celles des invités soient vérifiées avant de prendre la voie des airs. C'est une très bonne pratique en ce qu'une autre paire d'yeux peut déceler des problèmes que nous aurons peut-être nous-mêmes manqués. Parfois, on ne voit pas la forêt en raison des arbres devant.

Si vous ne vous êtes pas pratiqués cet

hiver par le biais du vol intérieur, on pourrait peut-être vous conseiller d'y aller doucement pendant les premiers vols, histoire d'habituer vos pouces aux manœuvres. Si vous voulez déjà insérer quelques rassemblements à votre calendrier, plusieurs sont déjà répertoriés dans la page des événements à venir. Rendez-vous à quelques-uns d'entre eux si vous le pouvez; tout le monde peut bénéficier d'une ronde de compétition ou encore, vous pouvez vous amuser en bonne compagnie.

Eh bien, l'Assemblée générale annuelle 2011 est passée à l'histoire et vous pourrez lire le procès-verbal de la réunion dans un prochain numéro de Model Aviation Canada. J'ai été réélu pour un autre mandat à titre de membre at large de l'exécutif. Un exécutif entièrement nouveau a été élu -- à l'exception de moi -- et les noms seront publiés sous peu dans la revue.

Passez une merveilleuse saison de vol et j'espère rencontrer quelques-uns d'entre vous à des événements au cours de l'été. ✈



Atlantic (B)



Régis Landry 10555L
Zone Director
(506) 727-5225 zd-b@maac.ca

Welcome to the summer of 2011.

After such an unusually long and wet spring, I'm really hoping that it will be back to normal weather by July, without even any mosquitoes, of course.

A few events will have happened by this time, and I hope that they went very well. Last winter, there were two major indoor events: one in Moncton, and the other in Kentville. Both were huge successes -- well done guys. As of now, we had at least 25 events scheduled and still more to come.

I just got back from the April 15-17

AGM in Victoria. As you probably know by now, a new executive was elected, with Ron Dodd as President, Kevin McGrath as Vice President, and Clair Murray and Walter Chikmoroff as Members at Large.

The issue of a dues increase was also discussed at the AGM. I know that nobody likes it, but we ended up with a five-dollar increase, effective January 1, 2012.

The main reasons for this are a decrease in membership across Canada, and the fact that everything we need or use has gone up in cost. Anyways, a small increase to stabilize everything this year is better than a huge increase later on down the road.

On the positive side, as of April, the Atlantic Zone is still the zone with the highest increase in membership, compared to last year's April report. At the end of December 2010, we had 110 new members, with 70 open members, 30 junior members and ten senior members. On the other hand, we lost about 40 members for probably different reasons.

Given this good news regarding a growing membership, I want to say thank you to all the members and clubs that make it possible to get new members -- the more we are, the better we are.

See you at the flying field. ✈

Atlantique (B)



Régis Landry 10555L
Directeur de zone
(506) 727-5225 zd-b@maac.ca

Bienvenue à l'été 2011.

Après avoir enduré un printemps plutôt long et pluvieux, j'espère beaucoup que nous connaîtrons du bon temps de vol en juillet... sans les maringouins, bien sûr.

D'ici juillet, quelques événements auront eu lieu et j'espère qu'ils se seront bien déroulés. L'hiver dernier, nous avons eu droit à deux rassemblements majeurs de vol intérieur : l'un à Moncton, l'autre à Kentville. Les deux ont remporté beaucoup de succès -- bravo les gars. Au moment où je vous écris, 25 rassemblements sont déjà planifiés et d'autres en sont encore à l'étape d'orga-

nisation.

Je reviens de l'Assemblée générale annuelle de Victoria, du 15 au 17 avril. Vous le savez probablement maintenant, un nouvel exécutif a été élu : Ron Dodd (président), Kevin McGrath (vice-président) et Clair Murray et Walter Chikmoroff à titre de membres at large.

L'enjeu d'une augmentation de la cotisation a été abordé à l'AGA. Je sais que personne n'aime cela, mais nous aurons une augmentation de 5 \$ à compter du 1er janvier 2012.

Les raisons principales pour lesquelles nous devons procéder ainsi, c'est que le nombre de membres a diminué au Canada et il n'en demeure pas moins que tout ce dont nous avons besoin (ou que nous utilisons) a augmenté. De toutes les façons, il est préférable d'appliquer une

petite augmentation cette année afin de stabiliser les choses plutôt que d'accuser une gigantesque augmentation plus tard.

D'un côté plus positif, depuis le mois d'avril, la zone Atlantique est celle qui compte la plus importante augmentation de ses membres, comparativement au rapport d'avril 2010. À la fin décembre 2010, nous comptons 110 nouveaux membres : 70 membres de catégorie libre, 30 cadets et dix aînés. D'un autre côté, nous avons perdu environ 40 membres pour diverses raisons, j'imagine.

Compte tenu de ces bonnes nouvelles relativement à ces membres, je remercie tous les membres et tous les clubs qui recrutent justement de nouvelles personnes -- plus nous sommes nombreux, meilleurs nous sommes.

On se reverra au terrain de vol. ✈



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British Columbia (C)



2011 Spring Fun Fly in Kelowna B.C. A great group of pilots and a great spring event. / Le Fun-fly du printemps à Kelowna, en 2011. Un bien chic groupe de pilotes et un beau rassemblement.

Steve Hughes 60686
Zone Director
(250) 546-0612 zd-c@maac.ca

Representation, MAAC member, resolution, recommendation, transparency, correction, guidelines, safety code, dues increase, be it moved, so moved, I'll second that, reiterate, motion to appeal, adjourned, the sounds of the Board meetings. For most, one word describes it all: politics.

Now that the MAAC AGM in Victoria is behind us, and since we've looked at the concerns brought forward by members from the zone meetings last year, it

is now time we start collecting information for next year.

Phenomenal efforts were offered by all involved at the 2011 AGM. You can read the AGM report on the maaczonec.ca website.

I'm trying to figure out how to write the best report ever! It's not as easy as it would seem. When I sat down to write this, I was full of ideas, new executive and new thoughts equals a re-energized enthusiasm.

The 2011 flying season is shaping up to be as great, as usual. We just have to keep our fingers crossed for the weather cooperates.

We have a new club in our zone, the **North Coast Radio Control Flyers Society** out of Prince Rupert, B.C. We also have a returning club, the **Creston Valley R/C Club**. I'm sure I can speak for all of us and wish them the very best.

Last year, our Annual Zone Meeting was held in Vernon B.C. This year, I would like to ask for some of the same input. If there are any suggestions, it must be a central location; we would love to hear from you.

As for the best report ever, I'll continue thinking about that for the next issue! See you at the field! ✈

Colombie-Britannique (C)



Steve Hughes 60686
Directeur de zone
(250) 546-0612 zd-c@maac.ca

Il a été question de représentation, de membres du MAAC, de résolutions, de recommandations, de transparence, de correction, de lignes directrices, de Code de sécurité, d'augmentation de cotisation, qu'il soit résolu, adopté, j'appuie, je répète, résolution afin d'en appeler, ajournée, le tout agrémenté des bruits des réunions du Conseil de direction. Pour la plupart des gens, un seul mot décrirait tout cette action : politique.

Maintenant que l'Assemblée générale annuelle du MAAC est reléguée à l'histoire et maintenant que nous avons examiné les préoccupations qu'ont exprimées

les membres grâce aux réunions de zone de l'année dernière, nous devons maintenant colliger les renseignements en prévision de l'année prochaine. Toutes les personnes qui ont participé à l'AGA de 2011 ont déployé un effort phénoménal. Vous pourrez consulter le rapport sur l'AGA au site Web maaczonec.ca.

J'essaie de décider comment écrire le meilleur rapport qui soit! Ce n'est pas aussi simple qu'il n'y semblerait. Lorsque je me suis assis afin d'écrire ce que vous êtes en train de lire, bien des idées brassaient dans ma tête : nouvel exécutif, de nouvelles idées entraînent ordinairement un enthousiasme renouvelé.

La saison de vol 2011 s'annonce comme étant superbe, comme d'habitude. Nous avons tout juste à nous croiser les

doigts afin que la météo coopère.

Nous comptons un nouveau club au sein de la zone, la **North Coast Radio Control Flyers Society** de Prince Rupert. Un club nous revient aussi : c'est le **Creston Valley R/C Club**. Je suis persuadé que je me fais le porte-parole de nous tous en leur souhaitant bonne chance.

L'année dernière, notre réunion annuelle de zone a eu lieu à Vernon. Cette année, j'aimerais vous demander les mêmes réactions. Si vous avez quelque suggestion que ce soit, nous devrions l'organiser en un lieu central; nous aimerions recevoir votre rétroaction. Pour ce qui est du meilleur rapport jamais rédigé, j'y songerai pour la prochaine parution! Au plaisir de vous voir au terrain! ✈

Manitoba and North Western Ontario (D)



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Giving back

As individuals, we are members of numerous communities which vary in size and relationships. Each of us is part of a family, a group of friends, a neighbourhood, a community, and an aeromodelling gang. Some of us belong to service clubs as well. We live within symbiotic relationships, and each group depends on another for support. Aero-modelers are not shy about stepping up to do joint ventures with other community groups.

An excellent example of such a partnership is the linking of fund raising for the Canadian Cancer Society with the Diamond Aces Annual Mall Show, held in Steinbach, Manitoba. One half of the profits from the club raffle for two electric ARFs prizes went to the Cancer Society. In the very busy mall, both the raffle ticket sales by the Club and the daffodil sales by the ladies of the Cancer Society were booming all day.

Steinbach is a very successful agricultural and light industry community located not far from the edge of the Bor-

éal Forest. The passersby who stopped to chat and view the wide variety of models were very familiar with both bush aircraft and Ag aircraft at work over the surrounding farmland. Many of the young people in the mall were very in-



Don Penner (left) and Jerold Hiebert selling tickets at the mall show. / Don Penner (à g.) et Jerold Hiebert vendent des billets lors de l'exposition au centre commercial.

terested in the mechanical operations of R/C aircraft, and seemed to have a good grasp of things aviation.

The mall show is an opportunity to show the general public that R/C flying is an accessible sport in which individuals can actually participate. In these public settings, the Club has an opportunity to put its best foot forward, and link with charities as a vital part of a community. Success is measured in many ways: the happy faces of the people who enjoyed the show, the three new club members who joined the Diamond Aces, the great conversation that took place between club members and visitors, and the money raised for the Cancer Society and for the Club. There is great satisfaction in partnering with other groups and being an active participant in the local community.

Many club events, such as mall shows or Fun Flies, are already linked to a community group that will also benefit from the gathering of people, and other partnerships can be fostered in the future. Your community partner could range in size from a big high school raising money for its sports team to a small group raising money for a medical facility. Don't be shy – just do it. ✪

Manitoba/Nord-ouest Ontario (D)



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Redonner à autrui

En tant qu'individus, nous sommes les membres de plusieurs communautés dont la dimension et les rapports varient. Chacun d'entre nous fait partie d'une famille, d'un groupe d'amis, un voisinage, une communauté ainsi que d'une troupe d'adeptes de l'aéromodélisme. Certains d'entre nous faisons aussi partie de quelques clubs de service. Nous vivons de rapports en symbiose et chaque groupe dépend de l'autre pour recevoir de l'appui. Les modélistes de maquettes ne se gênent pas de prendre le taureau par les cornes et de participer à des projets avec d'autres communautés.

Un excellent exemple d'un tel partenariat, c'est celui par lequel il y a eu prélèvement de fonds pour la Société ca-

nadienne du cancer par l'entremise de l'exposition statique annuelle des Diamond Aces, à Steinbach (Manitoba). La moitié des profits du tirage du club (deux maquettes électriques prêtes à voler) est allée à la Société. La circulation était vive cette journée-là au mail commercial, si bien que tant les billets du tirage du Club que les jonquilles que vendaient les dames de la Société se sont envolés rapidement.

Steinbach est une communauté agricole et d'industries légères qui connaît beaucoup de succès non loin des limites de la forêt boréale. Les visiteurs qui se sont arrêtés au kiosque pour jaser et admirer la sélection de maquettes connaissaient très bien les avions de brousse et d'épandage agricole qui survolent les contrées avoisinantes. Plusieurs jeunes gens se sont intéressés vivement au fonctionnement mécanique des maquettes télécommandées et semblaient bien saisir

tout ce qui touchait à l'aviation.

L'exposition au mail commercial constitue l'occasion de montrer au public que le vol télécommandé est un sport accessible auquel peuvent participer des gens provenant de tous les milieux. C'est lors de telles manifestations publiques que le Club peut se montrer sous son meilleur jour et se joindre à des œuvres caritatives si importantes aux communautés. Le succès se mesure de bien des façons : les visages réjouis des gens qui ont apprécié l'exposition, les trois nouveaux membres qui se sont joints aux Diamond Aces, les conversations animées entre les membres du Club et les visiteurs ou encore, l'argent qui a été prélevé pour la Société canadienne du cancer et pour le Club. On retire beaucoup de satisfaction à faire équipe avec d'autres groupes et à devenir un participant actif au sein d'une communauté.

suite à la page 24

Middle Ontario (E)



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I would like to bring your attention to the efforts of one of the Guelph Gremlins Model Flying Club members. What can I say except it's beautiful craftsmanship!

THE GUELPH GREMLINS MODEL FLYING CLUB MAKES AN IMPACT AT TOLEDO

Blair Howkins' Tomahawk Designs, BAe Hawk MK 66 took first place in the Jet category. The Hawk was developed in England by British Aerospace in the 70s as a successor of the Hawker Hunter and was used both as a trainer as well as an armed version. The Hawk was well known throughout the world because of the spectacular displays of the British aerobatics team the "Red Arrows."

Blair estimates that "by the time he completed the kit with a Jetcat P160, working gear, brakes, lights, plus a custom paint job along with custom decals by Taylor Graphics, he still had to put in another 300+ hours of his own work" into finishing the model.



Blair Howkin's BAe Hawk and his lovely assistant extraordinaire! / Le BAe Hawk de Blair Howkin et son assistante, tout aussi extraordinaire que mignonne!

The Hawk is 11' in length with a wing span of 9' and has a dry weight of 45 lbs.

On its return to Guelph from Toledo, the Hawk made its maiden flight at the Guelph airpark amongst a crowd of anxious onlookers. As the jet took to the skies, there was a sigh of relief as it performed flawlessly.

I was there to see the maiden flight

and it was awesome!

Below is the next picture for the second puzzle. Please review carefully and send me your answer via e-mail and the subject line should have the word, "PUZZLE" in it. The first five who send in the correct answer get a hat. Their names will go into a draw for a ATF trainer for their respective club, at the AZM. ✈

Ontario Milieu (E)



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J'aimerais porter à votre attention les efforts qu'a déployés l'un des membres du Guelph Gremlins Model Flying Club. Je ne peux dire autre chose que c'est du très beau travail de précision!

LE GUELPH GREMLINS MODEL FLYING CLUB A DE L'IMPACT À TOLEDO

Le BAe Hawk MK 66 de Blair Howkins (une maquette de Tomahawk Designs) a ravi la première place dans la catégorie des jets lors de l'édition 2011 du grand salon de Toledo (en Ohio). Le Hawk a été conçu en Grande-Bretagne au cours des années 1970 par British Aerospace en guise de remplaçant du Hawker Hunter et il a servi autant à titre d'avion d'entraînement que d'avion armé. Le Hawk est reconnu mondialement puisque l'équipe de voltige les Red Arrows offre des prestations spectaculaires à l'aide

de cet avion depuis plusieurs années.

Blair estime qu'au moment de terminer le kit après l'avoir muni d'une turbine Jetcat P160, d'un train d'atterrissage fonctionnel, de freins, de feux de position et d'une livrée en couleurs personnalisées -- et des décalques qu'a préparés Taylor Graphics, il a dû investir plus de 300 heures de son propre temps afin de réaliser la maquette qu'il voulait.

Le Hawk a une longueur de 11 pieds, une envergure de 9 pieds et pèse 45 livres à sec.

Après son retour de Toledo, le Hawk a reçu son baptême de l'air au parc aérien de Guelph sous les yeux d'observateurs anxieux. Au moment où le jet a pris la voie des airs, un grand soupir de soulagement a balayé la foule, d'autant plus que la maquette s'est comportée de façon exemplaire.

J'étais sur place afin d'assister à ce vol inaugural et c'était incroyable!

Vous verrez maintenant plus bas la prochaine photo afin de poursuivre le casse-tête. Examinez-la soigneusement et

envoyez-moi votre réponse par le biais du courriel et assurez-vous d'insérer le mot PUZZLE dans le titre. Les premières cinq personnes qui m'enverront la bonne réponse recevront une casquette. Leur nom sera déposé dans un contenant dans le but de faire tirer une maquette d'entraînement ATF pour leur club respectif, lors de la prochaine assemblée annuelle de zone. ✈



Northern Ontario (F)



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SDBR Swap shop April 17, 2011

The third annual Swap Shop was hosted by Gaston Boissonneault and company in Hanmer, near Sudbury, on April 17. This yearly event is one of the best ways to start the summer season. Attendance comes from all over the zone, friendships are renewed, and new friends, as well as many purchases and sales, are made. Items change hands, and man's "excess" becomes another man's "project". Our zone covers a lot of geographical territory, so many events take place in the central area around Sudbury. Two seminars were also held, one by Gaston Boissonneault on how to build a foamie, and one by Lee Prevost, Chairman of Scale Aerobatics, on reading Aresti diagrams and IMAC. There was a full-size arena available all day to fly the

foamies. Several draws were made, one for a 26% Sback, one for the ready to fly foamie that was built that day, and one for a computer screen. Judging from the success of the day, there is always a chance that this event will compete directly with the yearly Toledo show, as four

vendors had reserved spaces (although because of weather, only two were able to attend). The event usually ends by mid-afternoon, which allows the many attendees to drive home before dark. The success of this event is a sign of a good summer to come.

Our zone director Kevin McGrath was elected Vice President at the AGM -- congratulations Kevin. We wish the incoming executive members every success, and give a salute and thanks to the outgoing executive members for their many hours, days and weeks of dedication to MAAC business. Most MAAC members are not aware of the constant and continuous effort that goes on behind the scenes and at MAAC headquarters that helps to keep our hobby safe and fun for all of us. The freedoms we enjoy in the hobby are due mainly to these dedicated members who remain unrewarded, and even unrecognized. Hats off to all you fellows! ✈



The seminar for building the foam aircraft supplied by Gaston Boissonneault shows Gaston describing and showing the step-by-step procedure to build the aircraft. The aircraft being built was raffled that day. / Atelier de construction de foamies. Gaston Boissonneault montre les étapes de construction de la maquette. Celle-ci a été l'objet d'un tirage, plus tard, cette journée-là.

Nord (F)



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Vente-échange du SDBR, 17 avril 2011

La troisième vente-échange annuelle, qu'organisent Gaston Boissonneault et ses acolytes à Hanmer, près de Sudbury, s'est déroulée le 17 avril dernier. Cet événement annuel constitue l'une des

meilleures façons de lancer la saison estivale.

Les participants arrivent d'un peu partout au sein de la zone, des amitiés sont ravivées et de nouvelles sont forgées et plusieurs acquisitions se font. Les articles changent de mains, si bien que l'obsession d'un modéliste devient le projet d'un autre. Comme notre zone couvre énormément de territoire, plusieurs événements se déroulent autour de Sudbury. Deux ateliers ont été présentés, l'un de Gaston Boissonneault sur la façon de construire un foamie, l'autre de Lee Prévost (président, Comité des copies volantes acrobatiques) sur la façon de lire les diagrammes Aresti et sur l'IMAC. Un aréna au complet était disponible pour les adeptes de foamies prêts à voler. Plusieurs tirages ont été effectués, l'un pour une maquette Sback à 26 %, l'autre pour le foamie qui a été construit en l'espace d'une journée, un dernier pour un écran d'ordinateur.

Si on en juge du succès qu'a remporté cette journée, il se pourrait que cet événement livre une chaude lutte à l'exposition annuelle de Toledo, d'autant plus que quatre vendeurs avaient réservé de

l'espace à Hanmer (bien qu'en raison de la météo, seuls deux d'entre eux ont pu se rendre). Ce rassemblement se termine habituellement en milieu d'après-midi, ce qui permet à de nombreux participants de retourner chez eux avant la nuit. Le succès de cet événement laisse présager un été fort occupé.

Notre directeur de zone Kevin McGrath a été élu à la vice-présidence du MAAC lors de l'AGA -- félicitations, Kevin. Nous souhaitons beaucoup de succès aux membres du nouvel exécutif et nous saluons bien bas les membres de l'exécutif qui viennent de terminer leur mandat; ils ont consacré bien des heures et bien des semaines aux affaires du MAAC. La plupart des membres ne connaissent presque rien des efforts soutenus qui sont déployés en coulisse et au siège de MAAC afin d'assurer la sécurité de notre passe-temps... et le plaisir à s'y adonner. La liberté dont nous jouissons au sein de ce passe-temps est en grande partie redevable à ces membres engagés qui ne sont à peu près jamais récompensés et pas souvent reconnus. Je vous lève mon chapeau, les gars! ✈

Manitoba suite de la page 22

Plusieurs événements de club (expositions statiques ou Fun-flies) sont déjà liés à un groupe communautaire qui saura bénéficier du rassemblement de nombreuses personnes; d'autres tels partenariats peuvent être lancés à l'avenir. Votre partenaire communautaire peut inclure une importante école secondaire qui récolte de l'argent pour son équipe sportive ou un plus petit groupe qui prélève de l'argent afin de doter la communauté d'installations médicales. Ne soyez pas gênés -- participez. ✈

Ottawa Valley (G) Vallée de l'Outaouais (G)



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THE OTTAWA VALLEY STORMS JOE NALL

Although this article talks about a world famous event held each year in South Carolina, I hope it is truly about the future of The Upper Canada Zone Fun Fly in Canada.

From the very first Upper Canada Zone Fun Fly, I have seen the potential for the growth for our event and have enlisted the help of a dedicated group each year to help improve it.

This is the second time I have been fortunate enough to attend Joe Nall Week, a truly unparalleled event, and I managed to coerce three other members of our team to make the 1,500-km journey with me.

This gave me an excellent opportunity to sit back and ask questions and take notes on what these three big fish from the small ponds thought about being small fish in the sea.

Richard Barlow, our Past President of MAAC, was one of the virgins that I persuaded to make

the trip. Although Richard did not fly at this event, he did take over 1,500 pictures, including the one for this article. The feedback that I got from Richard was that in his opinion, it was the largest Fun Fly in the world and was a real magnet for the who's who of the RC world (translation: build it and they will come).

One of the other fish was our very own Deputy Zone Director Chris Malcomnson. I have a great deal of respect for Chris'

insight and general perspective on the hobby.

Chris was most impressed with the pilots' meeting, which covered the mandatory safety aspect of the event. But the real focus was on the people. They reminded people to relax and have fun. They had us turn around and introduce ourselves to other people there. They also promoted three acts of kindness per day. The three acts of kindness were taken very seriously by many and they were a real pleasure to see.

The third flounder in our little school was Jon O'Reilly. He noticed how friendly the people, pilots and organizers were. A perfect example of this fellowship was Mary Lou Hartness, the organizer's wife, who took the time to talk to everyone as she walked through the crowd at the BBQ, handing out cookies.

As for myself, I want to impress on all the members of the Ottawa Valley Zone "G" and MAAC members in general to step out of your comfort zone this year and participate in your zone's or neighbouring zone's Fun Fly. Partake in the hospitality and friendship first, and while you're there, maybe have a flight or two as well. ✈



The little school of fish from the Ottawa Valley Zone "G" Pond at the Joe Nall event, this year. From left starting with the front row: Chris Malcomnson, Jon O'Reilly, Matt Rodmell, Brian Cheadal, Richard Barlow, Claude Melbourne, Rolly Siemonsen, Mike Siemonsen. / Les trois ambassadeurs de la zone G, Vallée de l'Outaouais au rassemblement Joe Nall. De g. à dr. à partir de la rangée avant : Chris Malcomnson, Jon O'Reilly, Matt Rodmell, Brian Cheadal, Richard Barlow, Claude Melbourne, Rolly Siemonsen, Mike Siemonsen.

Ottawa Valley (G) Vallée de l'Outaouais (G)



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La zone déferle sur le rassemblement Joe Nall

Bien que cet article traite d'un rassemblement mondialement reconnu qui se déroule annuellement en Caroline du Sud, j'espère qu'il jette un regard sur ce que pourrait devenir le Fun-fly de zone Upper Canada ici même au pays.

Depuis la toute première édition de notre événement, j'ai vu son potentiel de croissance et j'ai recruté des bénévoles très dévoués afin de l'améliorer d'une année à l'autre.

C'est la deuxième fois que j'ai eu la chance de me rendre au rassemblement Joe Nall qui se déroule sur une semaine entière; c'est un événement sans égal et

j'ai réussi à convaincre trois autres membres de notre équipe à entamer l'expédition de 1 500 km avec moi.

Cela m'a donné l'occasion de prendre un peu de recul et de poser un tas de questions et de prendre des notes ce que pensaient ces trois acteurs d'importance d'être de plus petits acteurs dans un univers de télécommande plus vaste.

Richard Barlow, notre président sortant du MAAC, était l'un des nouveaux venus que j'ai convaincus de se déplacer pour le voyage. Bien que Richard n'ait rien fait voler sur place, il a pris plus de 1 500 photos, y compris celle qui accompagne cet article. La rétroaction que j'ai reçue de Richard, c'est que selon lui, il s'agissait du plus gros Fun-fly du monde et qu'il était un véritable aimant pour les personnalités du monde des maquettes télécommandées (traduction : vous

construisez et ils viendront).

L'un des autres accompagnateurs canadiens était notre assistant directeur de zone Chris Malcomnson. J'ai beaucoup de respect pour sa probité et sur sa perspective de notre passe-temps.

Chris a été très impressionné de la réunion des pilotes qui, bien sûr, a traité des aspects sécuritaires et obligatoires d'un rassemblement de cette ampleur. Mais l'accent a été placé sur les personnes. Les organisateurs ont rappelé aux pilotes qu'ils pouvaient se détendre et s'amuser. Ils nous ont demandé de nous tourner vers notre voisin et de nous présenter. Ils faisaient aussi la promotion de trois actes de bonté par jour. Ces gestes étaient pris au sérieux et c'était édifiant de voir les gens en action de cette façon.

Le troisième membre de notre groupe était Jon O'Reilly. Il a remarqué à quel

suite à la page 29

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Shriners

BC Coastal (H)



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Hello everyone.

The success of the Annual General Meeting in Victoria this year was due largely to the hard work of the Victoria Radio Control Modellers Society (VRCMS) volunteers. Bob Stovel did a great job organizing transportation. I want to thank drivers Stan Anderson, Ron Johnson, Jack Lowe, Al Tamosiunas, Howard Pendergast and Bob Stovel for their courtesy in these efforts, especially since I know some of the arrival and departure times were just brutal. I would also like to thank the very funny Mike Scholefield, who kept us in stitches as the MC for the Banquet on Saturday night. One of the most memorable moments of the banquet was Richard Barlow presenting Leo Katila (MAAC 35 L) with a very well deserved Lifetime Achievement Award. During his acceptance speech, Leo reminisced about his love for airplanes, from the time he was a young lad right up until the present day.

As most of you have probably heard, there was a new Executive Committee elected at this year's AGM, with Kevin McGrath (Northern Ontario) as Vice President, Clair Murray (South-East Ontario) as a new Member at Large, and Walter Chikmoroff (Alberta) as re-elected as member at Large. Congratulations



Leo Katila, left, and Mike Scholefield kept the AGM banquet attendees entertained through most of the evening. / Leo Katila (à g.) et Mike Scholefield ont diverti les convives lors du banquet de l'Assemblée générale annuelle.

to Richard Barlow in his new semi-retirement role as past President. Oh sorry, I almost forgot to mention (LOL) that Ron

Dodd is the new President of MAAC -- congratulations Ron! Because of these changes, I became the BC Coastal Zone Director (H). As the Zone Director is now located on Vancouver Island, the Deputy Zone Director should be on the mainland. Hartley Hughson has accepted this position, as appointed by Ron Dodd -- I extend my thanks to both. My thanks also to Ron Dodd's previous Assistant Zone Directors, namely: Scott Esplen, Rob Ritter, Chris Sackett, Bob Stovel and Brad Trent, who have all agreed to continue as AZDs. Ron had selected these gentlemen for their willingness to help, their geographical locations and their chosen flying disciplines, so that an MAAC member would be in attendance at most events. Ron's system worked well, and I will continue with it.

If I can find another AZD who is active in the helicopter discipline, I will add him as well. If you need any assistance, please feel free to call me and I will do my best to help you out or find someone who can. I hope to see you all sometime this year at an event either on the Island or the lower main-

Colombie-Britannique – zone côtière (H)



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Bonjour tout le monde.

Le succès de l'Assemblée générale annuelle de cette année à Victoria est redevable au travail acharné des bénévoles au sein de la Victoria Radio Control Modellers Society (VRCMS). Bob Stovel a effectué un travail de maître à coordonner le transport. Je remercie les conducteurs Stan Anderson, Ron Johnson, Jack Lowe, Al Tamosiunas, Howard Pendergast et Bob Stovel pour la courtoisie dont ils ont fait preuve, surtout compte tenu du fait que les temps d'arrivée et de départ étaient affreux. Merci aussi au très rigolo Mike Scholefield qui nous a fait rire à titre de maître de cérémonie au cours du banquet du samedi soir. L'un des moments les plus mémorables, c'était lorsque Richard Barlow a présenté le prix de l'Accomplissement d'une vie

à Leo Katila (MAAC 35L), ce qu'il mérite amplement. Au cours de son discours, Leo a relaté son amour des avions dès sa jeunesse et jusqu'à aujourd'hui.

Comme la plupart d'entre vous le savez maintenant, un nouveau comité exécutif a été élu lors de l'AGA de cette année. Kevin McGrath (Nord de l'Ontario) en devient le vice-président, Clair Murray (Sud-est, Ontario) est un membre at large et Walter Chikmoroff (Alberta) a aussi été élu à ce titre. Toutes mes excuses : j'ai presque oublié de mentionner que Ron Dodd est devenu le nouveau président du MAAC -- félicitations, Ron!

En raison de ces changements, je suis devenu le nouveau directeur de la zone côtière (H). Puisque le directeur de la zone se trouve maintenant sur l'île de Vancouver, le directeur de zone adjoint devait provenir du continent. Hartley Hughson a accepté de siéger à ce poste, ce qu'a proposé Ron Dodd -- je les en remercie tous deux. Je remercie aussi les

assistants directeurs de zone sous la gouverne de Ron : Scott Esplen, Rob Ritter, Chris Sackett, Bob Stovel et Brad Trent, qui ont tous accepté de poursuivre le travail qu'ils effectuaient. Ron a choisi ces gars-là en raison de leur volonté d'aider, d'où ils sont situés et de leur secteur de prédilection au sein du vol télécommandé, si bien qu'un membre du MAAC se rendrait à la plupart des rassemblements. Le système de Ron a bien fonctionné et je le poursuivrai.

Si je peux trouver un autre assistant directeur de zone qui s'active au sein de l'univers de l'hélicoptère, je l'ajouterai. Si vous avez besoin d'aide, sentez-vous bien à l'aise de m'appeler et je ferai de mon mieux pour vous aider ou afin de trouver quelqu'un qui sera en mesure de vous aider. J'espère vous voir à un moment ou l'autre cette année à un rassemblement, soit sur l'île, soit sur le continent.

Au revoir pour tout de suite. ✈

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Quebec (I)



Richard Biron 40356L
Directeur de zone
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Bonjour à tous,
J'espère que votre saison de vol s'est bien déroulée à ce jour et que vous en profitez au maximum.

AGA 2011

Au moment où je vous écris ces lignes, je reviens de l'assemblée annuelle du MAAC qui avait lieu cette année à Victoria, en Colombie-Britannique. Cette année, une nouvelle formule d'ateliers a été instaurée et a très bien fonctionné. Pour vous résumer, le mot d'ordre pour les années à venir sera : RECRUTEMENT. Comme vous le savez tous, le nombre de membres de votre association est en chute libre depuis environ quatre ans. Il incombe à nous tous de travailler au recrutement de nouveaux membres. Le programme «Parrainez 3 adhésions, adhésion gratuite» est aussi un bon inci-

tatif pour aider au recrutement. De plus, l'organisation de sessions de vol intérieur électrique est un bon générateur de nouveaux membres. La preuve en est faite à ce jour. À nous tous de vanter les bienfaits de notre passe-temps.

SÉRIE TÉLÉ RADIO-ACTIF

Cet été, une nouvelle série télévisée de 13 émissions portant sur l'aéromodélisme sera produite au Québec et diffusée en mars 2012 sur le réseau RDS. L'ouverture de chaque émission sera tournée à l'aéroport de Victoriaville et divers reportages tournés partout dans le monde et aussi au Québec feront partie de cette émission haute en couleurs. Elle sera tournée dans les deux langues et aussi diffusée ultérieurement sur des réseaux anglophones comme ESPN. Il est possible que l'on vous demande de collaborer au tournage cet été durant certaines activités. Alors je vous remercie à l'avance de votre collaboration pour

cette première série sur le sport de l'aéromodélisme. Pour un avant-goût de la série, version USA, allez voir ce lien sur le net. <http://www.radioactiverc.tv/>

VÊTEMENTS MAAC

Depuis l'an dernier, vous pouvez commander divers vêtements identifiés au MAAC ou même à votre club. Sur le site internet de MAAC, dans la page d'accueil, vous êtes dirigé vers le magasin. Je peux vous dire que la qualité du matériel est exceptionnelle et les prix concurrentiels. Vous pouvez commander à l'unité ou en plus grande quantité avec des escomptes substantiels.

Pour terminer, je vous encourage à participer aux activités organisées par vos confrères modélistes partout dans la province. Ils vous en seront très reconnaissants.

D'ici là, bons vols à tous et au plaisir de se rencontrer sur les pistes au cours de l'été. ✈

Québec (I)



Richard Biron 40356L
Zone Director
(418) 248-2918 zd-i@maac.ca

Hello everyone,
I hope your flying session is going well up to now and that you are enjoying it.

2011 AGM

As I am writing these lines, I am just back from the MAAC AGM which was held this year in Victoria, B.C. This year, a new formula was launched in the form of workshops and it worked really well. To summarize the key word for the next years : RECRUITING. As you all know, the number of members within our association has steadily dwindled for the last four years or so. It is up to each and every one of us to work towards re-

cruiting new members. The new program whereby you recruit three new members and you get your own free membership is a good incentive to help in this fashion. Moreover, the electric indoor flying sessions are good generators of new members and it has proven to be the case time after time. It is up to us to promote the positive aspects of our hobby.

RADIO-ACTIF T.V. SERIES

This summer, a new 13-episode T.V. series on RC modelling will be produced in Québec and broadcast in March 2012 on the Réseau des sports (RDS) network. The opening segment will be shot at the Victoriaville airport and various reports will be shot all over the world and in Québec. It will be a show with many highlights. The series will be shot in both of-

ficial languages and will be subsequently broadcast on English networks such as ESPN. As you are involved in various summer get-togethers, you could be asked to participate in the shooting of the series. I thank you in advance for your collaboration, especially since this is the first series which highlights RC modelling. To catch a glimpse of what it could look like, catch this U.S. version by clicking on <http://www.radioactiverc.tv/>

MAAC WEAR

As of 2010, you can order various clothing items sporting the MAAC logo and look for yourself or for your club. If you click on MAAC's website and on the welcome page, you will be directed towards the appropriate thumbnail. I can tell you these items are of exceptional quality and that the prices are very competitive. You may order by the unit or in greater numbers for some substantial savings.

To conclude, I encourage you to take part in events which your modelling colleagues are organizing everywhere in the province. They will be very grateful.

Until next column, may you have many flights and I look forward to meeting you on the runway over the summer. ✈

Valée de l'Outaouais

From page 25

point les gens étaient sympathiques, pilotes autant que les organisateurs. Un exemple parfait, c'était la camaraderie dont faisait preuve Mary Lou Hartness, la femme de l'organisateur, qui a pris le temps de parler à tout le monde alors qu'elle marchait dans la foule tout en distribuant des biscuits.

Pour ma part, je voudrais dire à tous

les membres de la zone G de la Valée de l'Outaouais et aux membres du MAAC en général qu'ils devraient sortir de leur zone confort cette année et participer au Fun-fly de votre zone ou à celui de la zone voisine. Prenez part d'abord à l'hospitalité d'autrui et à l'amitié qu'on vous offre et pendant que vous serez sur place, peut-être réussirez-vous à effectuer un vol ou deux? ✈

South East Ontario (L)



Clair Murray 54946L
Zone Director
(905) 939-2928 zd-l@maac.ca

Once again, it is a pleasure to announce the Annual Zone Membership Campaign. All clubs registered in the South East Zone are eligible and encouraged to participate in this membership campaign. This campaign is part of an ongoing effort by MAAC and the South East Zone to attract new members to the hobby, and to stabilize the membership base. MAAC, like so many organizations in Canada, is membership driven. Essentially, the majority of income is derived from memberships, in much the same way as club income is directly linked to the number of members in a club.

The club that signs up the most new open MAAC members in the 2011 calendar year will receive a cash prize of \$200. There is also an additional prize of \$200 for the club that attracts the most new junior MAAC members this year. Each club within the South East Zone may collect one prize. Membership prizes will be awarded as soon as

clubs submit their list of new open and new junior members, along with MAAC numbers, to the Zone Director. The cutoff date for application to receive either prize is January 31st, 2012, so mark your calendars now.

What constitutes a new MAAC member? For purposes of this membership

campaign, during 2011, a new member is a person who receives a MAAC number for the first time.

What is the potential for new members, and what is a realistic membership goal for the South East Zone? At the end of last year, there were a total of 1,959 MAAC members in our zone. Of this total, 1,799 were open and 160 were junior members. A very realistic and attainable goal for the South East Zone is a total of 2,000 members this year. That's an increase of 41 members, or just over 2%. In other words, if each club in the South East Zone could retain existing members and grow by just one member this year, the goal would be achieved.

Let's increase membership within the South East Zone, let's help MAAC move forward in 2011 and let's have plenty of fun flying our favourite model aircraft.

Good luck with your efforts to win either of the Annual Zone Membership Campaign prizes, and safe flying. ✈



Sud Est Ontario (L)



Clair Murray 54946L
Directeur de zone
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Une fois de plus, il me fait plaisir de vous annoncer que la campagne annuelle d'adhésion dans les zones est de retour. Tous les clubs dûment inscrits dans la zone du Sud-est sont admissibles et nous les encourageons à participer. Celle-ci s'inscrit dans l'optique du MAAC et de la zone d'attirer de nouveaux membres au sein du passe-temps et de stabiliser le nombre de membres. Le MAAC, à l'instar de plusieurs organismes au Canada, vit au rythme de ses membres. Essentiellement, la majeure partie des revenus nous provient des adhésions, tout comme les revenus d'un club précis sont directement liés au nombre de membres qu'il compte.

Le club qui saura recruter le plus grand nombre de membres libres du

MAAC au cours de l'année civile 2011 recevra un prix en argent de 200,00 \$. Il y aura un prix supplémentaire de 200,00 \$ pour le club qui attire le plus grand nombre de membres cadets (junior) cette année. Chaque club de la zone Sud-est peut récolter un prix. Les prix d'adhésion seront remis aussitôt que les clubs auront soumis au directeur de zone leur liste de nouveaux membres libres et cadets, de même que les numéros d'immatriculation du MAAC. La date d'échéance pour loger sa demande de réception d'un prix ou de l'autre est fixée au 31 janvier 2012. Notez cela au calendrier.

Ainsi, qu'est-ce qu'un nouveau membre du MAAC? Pour les besoins de cette campagne d'adhésion, en 2011, un nouveau membre est une personne qui reçoit son immatriculation du MAAC pour la première fois.

Quel est le potentiel de nouveaux membres et qu'est-ce qui constitue un objectif

réaliste au sein de la zone du Sud-est? En fin d'année 2010, notre zone comptait 1 959 membres au total. De ce nombre, 1 799 membres se trouvaient dans la catégorie libre et il y avait 160 membres cadets (junior). Un objectif de zone très réaliste et atteignable serait d'atteindre le cap des 2 000 membres cette année. Ce n'est qu'une augmentation de 41 membres, un peu plus de 2 %. En d'autres mots, si chaque membre au sein de la zone Sud-est pouvait garder ses membres et accroître son membership de seulement une personne, cet objectif serait atteint.

Augmentons le membership au sein de la zone du Sud-est, aidons le MAAC à aller de l'avant en 2011 et amusons-nous en faisant voler nos maquettes préférées.

Bonne chance dans votre quête de remporter l'un ou l'autre des prix et pilotez vos appareils en toute sécurité. ✈

South West Ontario (M)



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Unless you have been hiding under a rock, I am sure you have heard the term "social media." It connects people to the flow of information in ways that we never imagined, reaching people all over the world in seconds. People today want to access information and to be engaged, not necessarily by one another, but by content, and they visit Facebook and Twitter to fill this need.

Most clubs have a website. To be honest, our websites need to be more engaging and feature more content; they should be designed to capture and hold the attention of today's generation.

Anything that you have on your club website can be put on Facebook. Club

members can connect easily and make arrangements to meet; meeting dates, minutes, and club Fun Fly announcements can be posted. Event follow-up information can be listed in story format on a blog, with photos or videos. Attaching videos engages (there's that word again) the visitor, encouraging him to learn more about your club and the hobby. Most people have cell phones with cameras, so this content is easy to generate, and can be posted instantly. Social media attracts newcomers, which is our goal, correct?

My nephew showed my mother in law in her 80s how to use Facebook, so don't tell me you can't! Kai Sorenson from the Sarnia Bluewater Flyers has already taken up the challenge by starting a Facebook page for the club. Good show Kai! How many other clubs in the Southwest

zone will follow Kai's example? Talk about this at your next club meeting, and get engaged!

Bryan showed me a new application called IMAC Lite for cell phones. It's a free download; it keeps you in the loop as far as IMAC is concerned and it even has a "Caller Mode" so now, you can throw away those paper call sheets!

Mid-June to mid-August will be very busy in the Southwest Zone. I count at least nine Fun Flies and three scale events. Check the event section for details. The Chatham Wings and Wheels event will be the July 16th weekend, and rumour has it that this may be the last year for the Otterville Fun Fly. Mark both of these events on your calendar as "must attend" -- you won't regret it. See you at an event. ✈

Sud Ouest Ontario (M)



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Directeur de zone
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À moins que vous ne vous soyez blotti sous un rocher, je suis persuadé que vous avez entendu parler des médias sociaux. Ce mode de communication branche les gens à une mine d'information comme nous l'aurions à peine imaginée et rejoint les adeptes partout dans le monde, et ce, en quelques secondes à peine. Aujourd'hui, les gens veulent justement avoir accès à cette information et veulent entrer en interaction, pas nécessairement un à un mais plutôt par contenu, si bien qu'ils visitent Facebook et Twitter afin de combler ce besoin.

La plupart des clubs possèdent un site Web. Pour être franc, les nôtres doivent pouvoir joindre les usagers plus aisément et offrir plus de contenu; ils devraient être conçus de façon à capter et à retenir l'attention de la génération moderne.

Tout ce que renferme le site Web de votre club peut être placé sur Facebook. Les membres d'un club ou de l'autre peuvent s'y brancher aisément et afficher des dates de rencontre, des dates à retenir, des procès-verbaux et des annonces relativement à des Fun-flies. On peut aussi y greffer des renseignements d'après-événements, sous forme de blogue et renfermant des photos ou des vidéos. Si vous greffez des vidéos, vous impliquez le visiteur et l'encouragez à en savoir davantage sur votre club et sur notre passe-temps. Les plupart des gens possèdent maintenant des téléphones

cellulaires munis d'une caméra, si bien que ce genre de contenu peut être facilement généré et peut être mis en ligne instantanément. Les médias sociaux attirent de nouveaux venus; n'est-ce pas là notre objectif?

Mon neveu a montré à ma belle-mère (qui est octogénaire) comment se servir de Facebook, alors ne me dites pas que vous n'y arriverez pas! Kai Sorenson, des Sarnia Bluewater Flyers, a déjà relevé le défi en créant une page Facebook pour le club. Bravo, Kai! Combien de clubs au sein de la zone du Sud-ouest en feront de même? Parlez-en lors de la prochaine réunion de votre club et impliquez les gens de l'extérieur!

Bryan m'a montré une application qui s'appelle IMAC Lite pour les téléphones cellulaires. Vous pouvez le télécharger gratuitement; cela vous garde au fait des développements de l'IMAC et offre même une fonction Caller Mode; vous pouvez dorénavant jeter vos listes d'appels!

La zone Sud-ouest sera remplie d'activités entre la mi-juillet et la mi-août. J'ai compté au moins neuf Fun-flies et trois rassemblements de copies volantes. Vérifiez la section des événements à venir pour les détails. Le rassemblement Chatham Wings and Wheels aura lieu la fin de semaine du 16 juillet et selon la rumeur qui circule, ce pourrait être la dernière édition de l'Otterville Fun Fly. Inscrivez ces deux rassemblements à votre calendrier: vous ne pouvez les manquer. Vous ne le regretterez pas!

Au plaisir de vous voir à un rassemblement. ✈



**42nd Annual
Scale Model
Air Rally**

**September 10 & 11, 2011
Waterloo Rod & Gun Complex
Near St. Jacobs Ontario**

**Scale & Stand-Off Scale Aircraft
MAAC or AMA Membership Required**

Waterloo Rod & Gun Club
1090 BoDe Lane
R.R.#1 St. Jacobs
Ontario

**For more information visit
www.kwflingdutchmen.com**

Buffalo DC-3 by Wilf Ansell



Jack Yablowski asked me if I would build his Royal C-47 kit for him. I agreed so he brought the kit to the airfield.

The 83 1/8-inch span model was in an old box that contained wood sticks and blocks of all different shapes and configurations! I'll go get the drawings re-printed as they are a little aged. Then get building for two summers. I made a few changes as this thing is old. He says about 20 years, time goes by and I think maybe 30 years!

First thing to go was the aileron bellcranks, replaced with servos in wing. The mechanical retracts were next to go, replaced with Robart air up, air down with fail-safe. Also, we decided on separate throttle servos as opposed to one with mechanical linkage.

So now on to the fuselage. I installed a pull-pull Sullivan rudder system. I also decided to use an opening cargo door which accommodates dual battery switches with built-in charge jack and last of all, I added air shocks for retract system. All this kept safe behind magnetic door lock.

The model is powered by two YS FZ63 four-cycle supercharged fuel injected engines with regulated and pressurized fuel system. Hitec HS 55 servos for throttle and landing gear. There are driving Master Airscrew three-bladed 10" x 7" props. The rudder, elevator, ailerons and flaps are powered by Hextronik HX12K servos.

Finishing was done in 3/4 oz. fiberglass epoxy resin. Painted in two coats latex house primer with talc powder. Latex white and green exterior. Krylon aluminum and clearcoat overall, including decals. You guessed it, we now have a Buffalo C47 Reg.# C-GDNR. Come see it fly at Gimli ModelFest, August 12, 13, 14, 2011. ✪

Jack Yablowski m'a demandé si je rebâtirais son C-47 (un kit de Royal) pour lui. J'ai accepté et il a apporté le kit au terrain de vol.

Cette maquette d'une envergure d'un peu plus de 83 pouces reposait dans une vieille boîte renfermant des baguettes de bois et des blocs de différentes formes et configurations! Je ferai imprimer une fois de plus les plans parce qu'ils ont pris de l'âge. Ensuite, j'en aurai pour deux étés à construire. J'ai incorporé certains changements puisque cette maquette est vieille. Jack me dit qu'elle aurait 20 ans; comme le temps file, je pense plutôt à 30 ans!



La première chose que j'ai retiré, ce sont les guignols (bellcranks) des ailerons pour les remplacer par des servos installés dans les ailes. J'ai ensuite le système de train escamotable mécanique par des unités Robart pneumatiques munies d'un mode anti-défaillance. Nous avons aussi décidé d'installer un servo par moteur pour les gaz au lieu de compter sur un raccord mécanique.

Je suis ensuite passé au fuselage. J'ai installé un système tire-tire Sullivan pour le gouvernail de direction. J'ai aussi décidé d'incorporer une porte cargo qui laisse entrevoir deux interrupteurs pour les piles et une prise de recharge encastrée et en dernier lieu, j'ai installé des amortisseurs pneumatiques sur le train escamotable. Une serrure automatique et magnétique referme le tout.

La maquette est mûe par deux YS FZ63 à quatre temps, surcompressés et à injection, le tout agrémenté d'un système d'alimentation en carburant pressurisé. Des servos Hitec HS 55 voient à l'opération des moteurs et au train escamotable. Les hélices sont des Master Airscrew tripales 10 X 17. Des servos Hextronik HX12K actionnent le gouvernail de direction, de profondeur, l'élevateur, les ailerons et les volets.

La finition a été réalisée à l'aide d'une résine d'époxy de fibre de verre de trois quarts d'once. La maquette a été peinte de deux couches de peinture d'apprêt au latex à lesquelles a été mêlée de la poudre de talc. L'extérieur a été peint à l'aide de latex blanc et vert. J'ai ensuite appliqué de la peinture Krylon de couleur aluminium et une couche de clair sur tout l'ensemble, y compris les décalques. Vous l'aurez deviné, le C47 arbore maintenant la livrée de celui de Buffalo Airways, C-GDNR. Venez le voir voler au Gimli ModelFest, entre les 12 et 14 août 2011. ✪



Le Club Aéromodélisme Saguenay Inc, invite cordialement tous les pilotes à participer à son deuxième festival d'avions et d'hélicoptères téléguidés, qui se tiendra à l'aéroport de St-Honoré. L'ouverture se fera le vendredi 19 Août 2011 à 15 :00 heures, pour se terminer le dimanche 21 août à 17 heures.

Cette année nous avons deux nouveautés, la piste 06-24 servira pour les avions seulement. Les pilotes d'hélicoptères pourront voler sur la voie de circulation Alpha, et ils devront être munis de transmetteurs 2.4 ghz. Il y aura le samedi soir un vol au Clair de Lune, vous participerez à un vrai spectacle aérien.

N'oubliez jamais que l'aéromodélisme se classe parmi les meilleurs passe-temps pour les jeunes, les retraités et tous ceux et celles entre les deux.

Espérant vous voir en grand nombre.

Le comité organisateur du Festival Aéromodélisme Saguenay 2011

Pour nous rejoindre: info@aeromodelismesaguenay.com

Pour vous inscrire, site web: www.aeromodelismesaguenay.com

Peter Mann 38L
Chair
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Several years ago we were given a miscellany of items from the estate of the late Thomas Geoffrey Harris, a well-known Toronto modeler who died in 1952. At various times he called himself "Jeff", "Geof" and even "Tom" but mainly used Geof.

He was an experienced builder/flier with several awards to his name. He won the Springfield Trophy for Indoor Stick in 1937, beating the reigning indoor champ Carl Goldberg. He also designed models for Ontario Model Aircraft Co. (Model

Craft Hobbies). These included a series of six 15" scale rubber models, a 20" Spitfire, a 20" Capt. Page Racer and a 30" Piper Cub Special for a single model Eaton's Contest in 1939.

Among the variety of items we received was a number of photographs of people, places and planes and is usual for such photos, very few of them were identified as to people, place or date and the subjects of the more interesting ones remain a complete mystery.

Several of the identified photos are of his Wakefield model 1938 which was shown well and there were no further information about it to be found.

That was the case until early this year. When we were looking for a Herb Weiss plan in the Journal of International Aero-modeling, vol.1, no.1, April 1939, an obscure journal from Boston, when we found Geoff's description of the model. It is interesting to say the least. Fuselage planked with soft 1/16" balsa, 45 1/2" span double ellipse wing, 5 1/2" chord, R.A.F. 32. The elliptical stabilizer used the same section. The 18" prop is geared with one motor of 6 strands 1/8" rubber for long run and the second motor with 26 strands of 1/8" rubber. I don't think it was very successful.

More on Geoff next time. ✈

Peter Mann 38L
président
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Il y a plusieurs années, nous avons reçu plusieurs articles de la succession du regretté Thomas Geoffrey Harris, un modéliste bien connu de Toronto qui est décédé en 1952. À certaines époques, il se faisait appeler Jeff, Geof et même Tom mais plusieurs l'ont connu comme étant Geof.

Celui-ci était un constructeur et pilote expérimenté et a récolté sa part de prix. En 1937, il a remporté le trophée Springfield de la discipline Indoor Stick, délogeant par le fait même le champion en titre, Carl Goldberg. M. Harris a aussi conçu des maquettes pour le compte de l'Ontario Model Aircraft Co. (Model Craft Hobbies). Ces appareils comprenaient une gamme de six maquettes à propulsion élastique d'une envergure de 15 pouces, un Spitfire d'une envergure de 20 pouces, un Capt. Page Racer de même envergure ainsi qu'un Piper Cub Special d'une envergure de 30 pouces, le tout dans le cadre du même concours Eaton's en 1939.

Nous avons reçu une variété

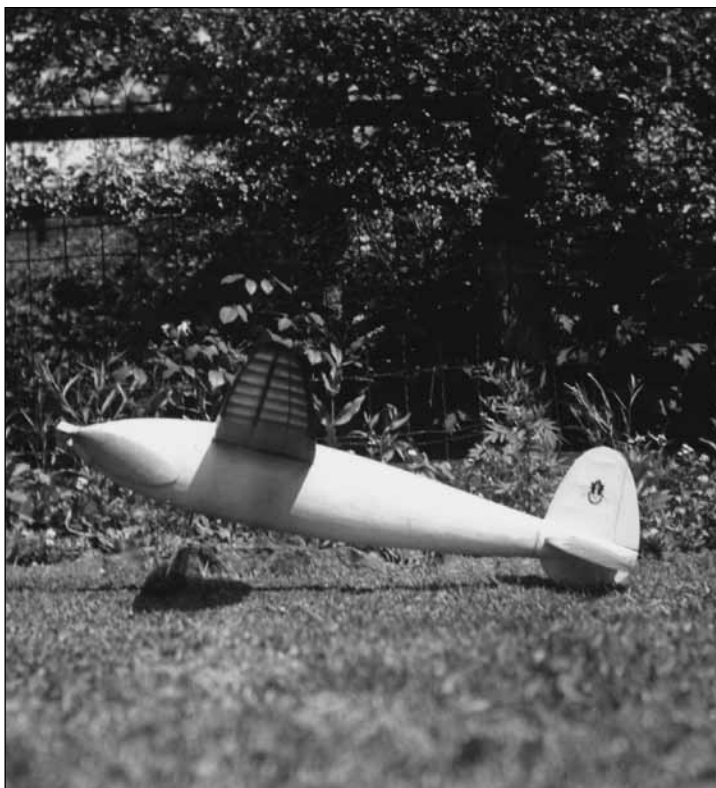
d'objets dont plusieurs photos mettant en vedette des gens, des lieux et des avions et comme d'habitude avec de pareils clichés, bien peu d'entre eux identifiaient les gens, les lieux et la date de prise de photo, si bien que les sujets des photos très intéressantes demeurent mystérieux.

Plusieurs des photos qui ont été iden-

tifiées montrent la maquette de type Wakefield 1938 de M. Harris, une maquette qu'on aperçoit assez bien, mais les renseignements manquaient à son sujet.

C'était le cas jusqu'à un peu plus tôt cette année. Nous étions en train de regarder un jeu de plans de Herb Weiss dans le Journal of International Aero-modeling (vol. 1, numéro 1 en avril 1939), une publication plutôt obscure de Boston lorsque nous avons repéré la description que faisait Geoff de sa maquette. C'est pour le moins intéressant. Lefuselage est monté à l'aide de planches de balsa 1/16 de pouce mou, les ailes à double ellipse ont une envergure de 45 pouces et demie, la corde est de cinq pouces et demie, R.A.F. 32. Le stabilisateur de forme elliptique utilisait le même profil d'aile. L'hélice de 18 pouces est réduite; un moteur est composé de six bandes de caoutchouc d'un huitième de pouce pour les vils prolongés et le deuxième moteur comporte 26 bandes de caoutchouc d'un huitième de pouce. Je ne crois pas que cette maquette ait remporté beaucoup de succès.

Je vous offrirai d'autres détails sur Geoff lors de la prochaine chronique. ✈



Geoff Harris' 1938-39 Wakefield model. MAAC Archives. / La maquette Wakefield de Geoff Harris en 1938-39. Archives du MAAC.

Insurance



Larry Rousselle 30252
Chair
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Please take the time to review the documents of the Radio Spectrum Committee, as there are some new guidelines (V4). I would also like to share a note from Mark, the Committee Chair, concerning #4, which I feel may be of particular interest to many. If this information is not taken seriously, the result may well be loss of radio control, and resulting costly claims.

“MAAC R/C Radio Guidelines:

4. All Radio systems shall be approved by Federal Communications Commission (F.C.C.) or Industry Canada (I.C.) regulations and shall have an FCC or IC sticker attached. Radio Systems shall be used in accordance with Manufacturers' recommendations.”

Cheaply priced, non-certified 2.4 GHZ receivers are now easily available. 2.4 GHZ Spread Spectrum conversion kits are also available. There are even kits available that only need a little radio modification and a few wires to solder to complete the change. If you try this, do you have any way of verifying the quality of the 2.4 GHZ transmitted signal? In-

dustry Canada is presently concerned and spot checks are being done on imported radio products.

Stick with the main brands that take the time to get certified by either Industry Canada or in the U.S., the F.C.C. You can then be assured the radio equipment is compliant with industry and accepted specifications and standards.”

Now that we have coverage for our “farmer’s field” fliers, please seriously consider using a spotter when flying in any location that could have spectators venturing dangerously close, and only fly models that are appropriate for the site.

While our new liability policy from the Arch Insurance Co. is 70 pages long, here are some highlights:

We now have a \$7,500,000 per occurrence limit up from the previous \$5,000,000.

The deductible is still \$5,000 but members/clubs just pay \$500 (total) and MAAC will absorb the rest (no change from last year).

Tenants’ legal liability (property damage to rented premises structures & fixtures) is increased to a \$1,000,000 limit, up from the previous \$500,000.

Fire fighting expense (legal liability for) increases to a \$1,000,000 limit up

from \$100,000.

We have coverage for our modeling activities at any location, not just at our club sites and events, as long as we have the property owner’s permission, of course.

For the office staff: we now have employee benefits liability coverage, as well as employer’s liability coverage.

We are very happy with the new policy; the past issues we had outstanding concerns about have been rectified.

In closing, please note that contacting your policy agent regarding extending your homeowner’s insurance, including fire, theft and vandalism, to your models and related equipment is a worthwhile call. Be sure to get written confirmation (at least an e-mail from the agent). This will bring the models out of the ‘aircraft’ category that can exclude any insurance coverage for your models. Many of us may have \$10,000 - \$20,000+ in equipment, which is all vulnerable and unprotected. Make an itemized inventory and take some pictures to help document things. Have good locks and alarms at your residence, and please remember to use them.

Have a great incident-free summer! ✈

Assurance



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président
604-857-8929 larryrou@shaw.ca

Veuillez prendre quelques instants afin d’examiner les documents du Comité du spectre radio puisqu’ils comportent de nouvelles lignes directrices (V4). Je veux aussi partager avec vous une note de Mark, le président du Comité, relativement au point 4, ce qui serait d’intérêt pour plusieurs d’entre vous, je crois. Si cette information n’est pas prise au sérieux, vous pourriez perdre votre signal radio, ce qui pourrait entraîner de lourdes réclamations.

«Lignes directrices pour téléguidage au sein du MAAC :

4. Tous les systèmes radio devront avoir été homologués par les règlements de la Federal Communications Commission (F.C.C.) ou d’Industrie Canada (I.C.) et devront afficher un décalque de la FCC

ou d’IC à cet effet. Les systèmes radio devront être utilisés conformément aux recommandations du fabricant.»

Les récepteurs bon marché et non homologués de 2,4 GHZ sont communément disponibles. Des nécessaires de conversion de 2,4 GHZ sont aussi disponibles. Il y a même des nécessaires de conversion qui ne requièrent qu’un minimum de modifications radio et la soudure de quelques fils afin de compléter les changements. Si vous décidez d’aller de l’avant avec ces modifications, disposez-vous d’une façon quelconque de vérifier la qualité du signal transmis sur 2,4 GHZ? Industrie Canada se préoccupe à l’heure actuelle de ce phénomène et procède à des vérifications sur les produits radio importés.

Tenez-vous en aux marques reconnues et bien établies, celles-là mêmes qui se font homologuer par Industrie Canada ou la F.C.C. Vous aurez alors la certitu-

de que l’équipement radio est conforme à ce qui se fait au sein de l’industrie ainsi qu’aux spécifications et normes acceptées.

Maintenant que nous jouissons d’une protection pour les pilotes qui font voler leur maquette depuis un champ d’agriculteur, veuillez considérer très sérieusement le recours à un observateur lorsque vous ferez voler une maquette là où les spectateurs pourraient s’aventurer d’un peu trop près. Ne pilotez que des maquettes qui conviennent à l’endroit.

Bien que notre politique d’assurance responsabilité d’Arch Insurance Co. s’étende sur 70 pages, en voici quelques points saillants :

Nous jouissons maintenant d’une limite qui atteint les 7,5 millions \$; la limite précédente était de 5 millions \$.

La franchise (communément appelée le déductible) -- c’est-à-dire les dommages

suite à la page 41



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First Person View



Zoltan Pittner 62719
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Since this is a new committee within the MAAC committees, we have lots of work to do this year. We need to lay down the basics; we ensure that proper safety and fair rules are defining First Person View (FPV) flying within MAAC Club operations.

We will work on encouraging all who are interested in this very exciting area of the hobby to bear with us and give us a little time to organize

FPV flying is not a new concept. Some members have been doing similar things ten years ago already. However, prices of the necessary equipment, the access to lightweight electric Park Fliers, has made FPV much more accessible in the past two or three years. Today, a basic FPV plane set-up can be done for under 500 dollars with plane, video link, goggles and camera included.

So what is FPV flying?
Around 2005, Denis Gratton from Québec posted a few videos on the internet which shocked many of us. Beautiful Québec scenery displaying the pilot's view flying a model airplane. Denis called this 'video flying' but soon by a few enthusiasts on the internet and was renamed to First Person View flying. This name better reflects that the equipment is placed in the cockpit of the model airplane and the pilot gets a First Person View of the flight.

The two things which were so surprising were:

- Clarity and beauty of the video (recorded on the ground)
- The possibility to move the camera and look out left or right simply by moving his head with the help of a device called "head tracker".

It was like a virtual reality. I was hooked. So FPV is really the Virtual Reality of the model aircraft flying. It will give you the pilot's view, what you would

see if you would sit in the pilot seat of your model aircraft.

This is achieved with a small camera placed on the model aircraft pointing forward that is connected to a video transmitter that sends the feed back to the ground. A video receiver on the ground decodes the signal from the airplane and a video display or video goggles show you the view from the camera.

This is the basic set-up but trust me, you can make this as complicated as you wish. One thing is clear. Once you tried it, there is no going back – it will change your life and you will live for every moment of it.

All that said, we have really exciting times ahead of us and I am proud to be the Chair of this new committee. We will make a difference, we will make sure people interested in this new area of the hobby will have all the information they need and we will make sure the rules for the FPV are fair to all. ✈

Vol par immersion (FPV)



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Puisque ce comité-ci est nouveau au sein du MAAC, nous aurons beaucoup de travail à abattre cette année. Nous devons établir les bases; nous nous assurons que les règles du vol par immersion (communément appelé First Person View ou FPV en anglais) seront juste et que ces opérations se feront en toute sécurité au sein des clubs du MAAC.

Nous travaillerons à encourager les gens que ce volet excitant du passe-temps intéresse; nous espérons qu'ils nous accorderont un peu de temps afin de s'organiser.

Le vol par immersion n'est pas un concept nouveau. Certains membres s'adonnent à des activités parallèles ou semblables depuis une dizaine d'années. Toutefois, le prix de l'équipement nécessaire, l'accès à de diminutifs Park Flyers électriques ont rendu le vol par immersion beaucoup plus abordable depuis deux ou trois ans. Aujourd'hui, une configuration de base peut se faire moyennant un peu moins de 500 \$, ce qui comprend une maquette, un lien vidéo, des lunettes

spécialisées et une caméra.

Le vol par immersion, qu'est-ce que c'est?

Vers 2005, le Québécois Denis Gratton a affiché quelques extraits vidéo dans Internet et en a choqué plus d'un. Le magnifique paysage québécois défilait comme si nous étions assis dans le siège du pilote. Denis appelait cela du vol par vidéo mais plusieurs enthousiastes ont vu le produit fini par Internet et ont l'ont renommé First Person View. Ce nom reflète mieux le fait que l'équipement est placé dans le cockpit et que le pilote voit la perspective comme s'il se trouvait dans l'avion.

Les deux points qui frappent immédiatement sont :

- la netteté et la beauté de la vidéo (enregistrée depuis le sol)
- la possibilité de faire bouger la caméra de sorte à la déplacer vers la gauche ou la droite en bougeant la tête grâce à un dispositif que les anglophones appellent head tracker.

C'était comme de la réalité virtuelle. J'ai été charmé sur-le-champ. Le vol par immersion est véritablement la réalité virtuelle du vol de maquettes. Il vous offrira la perspective du pilote, comme si

vous étiez assis dans le cockpit.

Pour ce faire, une petite caméra est placée dans la maquette et pointe vers l'avant. Un lien vidéo transmet les données au sol. Un récepteur vidéo au sol décode le signal et un poste vidéo ou des lunettes spéciales vous montre ce que voit la caméra.

C'est la disposition de base et croyez-moi, vous pouvez rendre le tout aussi compliqué que vous le voulez. Une chose est claire. Une fois que vous l'aurez essayé, vous ne retournerez pas en arrière -- le vol par immersion changera votre vie et vous attendrez toujours impatiemment la prochaine séance.

Ceci dit, des choses bien excitantes nous attendent et je suis fier de présider ce nouveau comité. Nous influencerons les choses, nous nous assurerons que les gens s'intéressent à ce nouveau volet de notre passe-temps et qu'ils auront tous les renseignements dont ils ont besoin et nous nous assurerons que les règlements relativement au vol par immersion soient justes envers tout le monde. ✈



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Summer is here at last, and I hope it brings lots of flying! While at the field, you have an opportunity to experiment with different propellers in order to get the performance you want with minimal noise. Why not give it a try? Results can be shared with fellow modellers through this column.

Aero-tow is growing in some parts of the country. Often, these sites are somewhat noise sensitive (that is why they are flying sailplanes in the first place), so only electric or well-silenced tow planes are allowed. Does anyone have any tips or stories about quiet towing?

When flying larger sized aerobatic aircraft, it can be challenging to reduce noise levels. Both large propeller diameters and large gasoline engines produce lots of noise. Some modellers have successfully tamed this demon, not only meeting competition specs, but also surpassing them. This column can be a forum for those who have tips and tricks to share for a quiet set-up.

While the interest areas discussed here are somewhat specialized, the majority are probably considered as sport fliers with 40–60 sized glow-engined models. Of this group, there must be some who have tried the quiet route. Let's hear from you – we would like to know some of your secrets!

Too much is invested in developing club relationships in local fields to have them strained because of noise levels.

Be a good neighbour, fly quietly.

Till next time, Quiet does it! ✈

L'été est enfin arrivé et j'espère qu'il nous permettra de faire voler nos machines à volonté! Pendant que vous vous retrouverez au terrain de vol, vous aurez la chance de faire l'essai de différentes hélices afin d'obtenir la performance que vous souhaitez avec un minimum de bruit. Pourquoi ne pas l'essayer? Vous pourrez ensuite partager vos résultats avec les lecteurs de cette chronique.

Le remorquage aérien gagne en popularité en certains coins du pays. Souvent, les terrains de vol se retrouvent dans des secteurs où il importe de modérer le bruit (c'est la raison pour laquelle plusieurs se sont dotés de planeurs), si bien que seuls des avions remorqueurs électriques ou dont le bruit d'échappement est bien atténué sont autorisés. Quelqu'un aurait-il des conseils ou des histoires à succès à nous relater au sujet du remorquage plus silencieux?

Lorsque vous pilotez des avions acrobatiques de plus grosse dimension, c'est tout un défi d'atténuer le niveau sonore. Les hélices de gros diamètre et les imposants moteurs à essence produisent beaucoup de bruit. Certains modélistes ont réussi à dompter la bête, non seulement en diminuant le bruit, mais aussi en dépassant les normes de compétition. Cette chronique peut devenir un forum pour ceux d'entre vous qui ont des conseils à prodiguer afin de préparer des maquettes plus silencieuses.

Bien que certains domaines d'intérêt qui sont discutés ici soient davantage spécialisés, la majorité des modélistes sont probablement considérés des pilotes sportifs qui font voler des avions de motorisation .40 à .60. Au sein de ce groupe, il doit y en avoir quelques-uns qui ont essayé la motorisation silencieuse. Nous voulons entendre parler de vous -- nous voulons connaître quelques-uns de vos secrets!

Nous investissons tous trop de ressources à bâtir des relations entre les clubs et la communauté pour devoir subir les contrecoups de maquettes trop bruyantes.

Soyez de bons voisins, pilotez silencieusement. ✈

Assurance

suite de la page 35

matériels aux structures temporaires ou permanentes sur un terrain loué) a été augmentée à une limite de 1 million \$; la protection précédente arrêta à 500 000 \$.

Les dépenses reliées à la lutte à un possible incendie (et l'assurance responsabilité juridique afférente) est portée à 1 million \$; la limite précédente était de 100 000 \$.

Nous bénéficions maintenant de protection lors de nos activités en quelque lieu que ce soit, plus uniquement au terrain de notre club ou lors d'événements, en autan, bien sûr, que nous ayons la permission du propriétaire pour nous adonner à nos activités.

Pour le personnel au siège du MAAC : il jouit maintenant d'un ensemble de bénéfices et d'assurance responsabilité, de même que d'une protection d'assurance responsabilité pour l'employeur.

En terminant, veuillez prendre note qu'il vous serait avantageux d'appeler votre agent d'assurance afin d'étendre votre assurance de propriétaire de domicile pour y inclure une protection contre le feu, le vol et le vandalisme en ce qui concerne vos maquettes et votre équipement. Assurez-vous d'obtenir une confirmation par écrit (au moins au courriel de l'agent). Ceci retirera vos maquettes de la catégorie «aéronefs», ce qui pourrait exclure toute protection d'assurance de vos maquettes. Plusieurs d'entre nous

possédons de 10 000 \$ à 20 000 \$ en équipement, ou même plus, de l'équipement qui est à la fois vulnérable et non protégé. Dressez un inventaire détaillé de vos maquettes et prenez des photos afin de documenter le tout. Faites installer de bonnes serrures et un système d'alarme chez vous et servez-vous en.

Passez un bon été libre de tout incident! ✈

Public Relations



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Chair
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I would like to take this opportunity to congratulate Bill Swindells for earning his Leader Membership. It gave me great honour in presenting Bill with his certificate at the Burlington RC Club meeting. He had no idea he was receiving the certificate, which made the presentation an even better one. Throughout the year, Bill has helped out with many events such as the War Birds Over the Bay and the Southern Ontario Model Airshow. It doesn't stop there. Leader Members earn this award by not only helping out at one event but consistently helping out in many events over the years. These are people who help at all times, whether they are asked or not. They are very proactive and positive souls. Bill truly belongs in this group!

On another note, I sadly report that one of our members, Don Hancock has passed away. He was indeed a wonderful man and I had the opportunity to present Don with his Leader Membership. What I remember of Don is that he was a kind, considerate and gentle man. I am sure he will be missed by his family, members of the Brant Radio Control Model Flyers Club and many more. My condolences!

Again, if there is anything important that I may assist you and/or any club with, please call. I am here to help with



Roy Rymer presenting Leader Membership to Don Hancock (on right). / Roy Rymer présente le certificat de membre Leader à Don Hancock (à dr.).

Roy Rymer (on left) presenting Bill Swindells with his certificate. / Roy Rymer (à g.) présente le certificat à Bill Swindells.

members and clubs.

There are Trillium Awards available to clubs. And there are city funds available, only for the asking. Please look into them. Heck, if a couple of thousand dollars are available, why not take advantage of this money?



Remember: we provide a service and we can help kids, middle age and retirees move in a positive direction. ✈

Relations Publiques



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J'aimerais profiter de l'occasion pour féliciter Bill Swindells pour le titre de membre Leader dont on l'a coiffé. C'était un grand honneur pour moi de présenter le certificat à Bill lors de la réunion du Burlington RC Club. Il n'a jamais deviné qu'il recevait ce certificat, ce qui a ajouté du piquant à la présentation. Tout au long de l'année, Bill a donné un coup de main lors de plusieurs événements tels que Warbirds Over the Bay et le Southern Ontario Model Airshow. Cela ne s'arrête pas là. Les membres Leaders obtiennent cette reconnaissance non seulement en aidant lors d'un événement

mais bien parce qu'ils donnent souvent un coup de main au cours des années. Ces personnes-là aident leur prochain en tout temps, qu'on leur demande ou non. Ils sont proactifs et positifs. Bill appartient véritablement à ce groupe!

Changement de ton : c'est avec tristesse que je vous annonce le décès de l'un de nos membres, Don Hancock. Ce dernier était un homme merveilleux et j'avais eu la chance de lui présenter son certificat de membre Leader. Ce dont je me souviens du disparu, c'est que Don était un homme bon qui se souciait des autres et qu'il était très affable. Je suis persuadé que sa famille, les membres du Brant Radio Control Model Flyers Club et bien d'autres amis vont beaucoup s'ennuyer de lui. Mes condoléances!

Une fois de plus, si je peux vous aider dans le cadre de toute tâche importante que ce soit à titre de membre ou pour votre club, veuillez me passer un coup de fil. Je suis là pour aider les membres et les clubs.

Notez aussi que des prix Trillium sont disponibles pour les clubs. Il y a aussi des fonds publics; vous n'avez qu'à loger une demande. Vérifiez ça. Somme toute, si quelques milliers de dollars sont disponibles, pourquoi ne pas profiter de cet argent? Rappelez-vous : nous offrons un service qui peut aider des enfants, des gens d'âge mûr et des personnes à la retraite qui voudraient accomplir quelque chose de positif. ✈

Radio Spectrum



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About ten months ago, I promised then MAAC President Richard Barlow an article on telemetry and I have finally gotten around to it.

In the ten months that I have been researching this article, telemetry has really come onstream. Eagletree were one of the first to have telemetry products available with their SEAGUL line of products; Spektrum with their DX8 offer telemetry items with the purchase of the DX8 radio.

Items that can be monitored are the on-board voltage, the engine rpm, be it electric, glow or gas; and engine temperature. The on-board data is then transmitted by the on-board telemetry module in real time to the radio transmitter. The radio transmitter will then monitor the readings and sound warning alarms at pre-determined levels.

An add-on feature is available that will

plug into your iPhone, iPod touch and iPad, all your telemetry information is in one display.

Hitec uses telemetry in their new line of 2.4 GHz radios. Data monitored available is on-board voltage; temperature, rpm, fuel level and the system also has a GPS sensor. You can use a sensor station, plugged into a PC to monitor your data in real time or to view later. A talking warning device is also available.

Futaba, at this time, does not have any of their own telemetry equipment. There are some add-on items available for this brand.

Airtronics has limited items available for telemetry monitoring. It looks like only engine RPM and temperature sensors are the only items available.

Xtreme Power systems (XPS) PC-based hardware device and software allows you to wirelessly obtain telemetry data from any XPS receiver and transmitter in real time. The data can also be recorded and played back for later view-

ing. Information available: receiver battery voltage, transmitter battery voltage, signal strength, frame rate, number of channels in use, servo positions, brown-out conditions, and information from any sensor connected.

Castle Creations with their ICE series of electronic speed controllers have on-board telemetry stored for later downloading and viewing on a PC via their Link product.

What good is this data?

Well for one, you can monitor the on-board receiver voltage and if it reaches a pre-determined low level, you will get a warning and it will give you time to land your plane safely. With electric motor equipped items, you are able to monitor in real-time for proper operating temperatures, the proper voltages, and there is not an overload of current. This makes the choosing of the correct propeller a lot easier.

See you on the flight line. ✈

Spectre de Radio



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Il y a environ dix mois, j'avais promis au président du MAAC de l'époque, Richard Barlow, de rédiger un article sur la télémétrie et je m'en suis finalement occupé.

En l'espace de ces dix mois depuis que je me suis mis à effectuer la recherche en prévision de cet article, la télémétrie est pratiquement devenue chose courante. Eagletree était l'une des premières sociétés à offrir des produits grâce à sa gamme de dispositifs SEAGUL; Spektrum offre des articles de télémétrie sur sa gamme DX8 lorsque vous achetez un tel émetteur.

On peut ainsi surveiller le voltage embarqué, les tours-moteurs (que la motorisation soit électrique, à bougie incandescente ou à essence; et la température du moteur. Ces données embarquées peuvent ensuite être transmises en temps réel par le module embarqué à l'émetteur. L'émetteur surveillera alors les données et sonner l'alerte selon des paramètres préétablis.

Une option est disponible afin que vous vous branchiez à même votre iPhone, iPod touch ou iPad, de sorte à ce que tous vos renseignements télémétriques soient affi-

chés sur un écran.

Hitec utilise la télémétrie dans sa nouvelle gamme de systèmes sur 2.4 GHz. Les données disponibles sont le voltage embarqué; la température; les tours-minute, la quantité de carburant disponible et le système est même doté d'un capteur GPS. Vous pouvez utiliser une station de capteurs que vous branchez dans un ordinateur portable afin de surveiller vos données en temps réel ou afin de consulter tout ça plus tard. Un dispositif d'alerte est aussi disponible.

Au moment où j'écris ce qui suit, Futaba ne possède pas de tel équipement de télémétrie. Vous pouvez cependant ajouter quelques dispositifs aux produits de cette marque.

Airtronics offre une gamme réduite d'articles de surveillance télémétrique. Semble-t-il que seuls les tours-minute du moteur et de sa température soient disponibles, présentement.

Xtreme Power Systems (XPS) offre un dispositif sur fond d'ordinateur PC et un logiciel qui vous permettent d'obtenir des données télémétriques sans fil en provenance de n'importe quel récepteur XPS et d'émetteur, le tout en temps réel. Les données peuvent ainsi être enregistrées et rediffusées plus tard, à votre convenance. Les renseignements disponibles : le voltage

de la pile du récepteur, le voltage des piles de l'émetteur, la puissance du signal transmis, le taux de transmission des frames, le nombre de voies en usage, la position des servos, quelles sont les conditions de voile temporaire (brown-outs) et des renseignements émanant de n'importe quel capteur que vous y avez branché.

Castle Creations offre de la télémétrie embarquée à l'aide de sa série ICE de contrôleurs de vitesse, des renseignements que vous pouvez télécharger plus tard et que vous pouvez visionner sur ordinateur PC à l'aide de leur produit Link.

À quoi servent toutes ces données?

Eh bien, d'une part, vous pouvez surveiller le voltage de votre récepteur embarqué et s'il atteint un niveau de décharge que vous avez établi à l'avance, vous recevrez un signal avertisseur, ce qui vous donnera suffisamment de temps afin de faire atterrir votre maquette en toute sécurité. Si vous utilisez de l'équipement de motorisation électrique, vous pouvez surveiller en temps réel votre température opérationnelle, le voltage approprié et s'il n'y a pas surcharge de courant. Ce faisant, il vous sera beaucoup plus facile de choisir l'hélice appropriée.

Au plaisir de vous voir sur la ligne de vol. ✈

Control Line



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Well, dear reader, I am going to continue the story that I started in my last column about how this remarkable model came about, and how it remains legendary in its popularity, over 60 years after its conception. Free Flight has the venerable Zipper and Sailplane designed by the brilliant Carl Goldberg; Radio Control might recall the Smog Hog of old, and maybe Hal DeBolt's famous Livewire trainer, but the kit that has outsold all model airplane kits, in every interest category, over a product run of approximately 40 years, is the Sterling Ringmaster (type S-1).

Sterling models paid salaries with the Ringmaster for all those years, and during that time, it hardly changed from the original kit that was produced in the early 1950s! To be sure, some small changes were made, such as the addition of a plastic canopy in the sixties, and a modified version (type S-3) with D-tube type wing, which appeared in the late 1980s.

The Ringmaster morphed into some interesting variants over the years as well, including the Super Ringmaster, which featured a built-up fuselage. The Junior and Baby Ringmaster were made for the smaller class "A" and "1/2 A" engines. There was also the even the lesser known Ringmaster Imperial, a full-flapped stunt model of some 500 square inches plus, made for serious competition in precision aerobatics.



Private, homemade modifications were also developed. A close friend of mine converted a Super Ringmaster into a twin, with two K&B .35 Combat Specials for power. It was definitely a two-handed model to fly, and I would wager that the top speed approached 90 mph when the engines were at full song! Many prudent spectators stood behind their cars until the flight was over, such was their respect for the over-powered beast.

Although the Ringmaster was nothing technically particularly unique, it arrived at the right time, at just the right price, and was enormously popular. The Ringmaster kits were not quite as good quality as some of its contemporaries, such as the Top Flite Flight Streak, but the reputation of the airplane as a good flying stunt trainer still made it outsell all other similar designs.

The Ringmaster's construction was simple and robust, and they always flew with a minimum of fuss, with almost any engine that would fit into the mo-

tor mounts. The Hurricane .24, Fox .35 Stunt, K&B .29 & .35 and the McCoy .29 & .35 were all likely candidates for motive power.

So even now, we still celebrate yearly in the autumn, "The Day of the Ringmaster", when control line clubs report the number of flights they put in on each old warhorse, with the aim of logging the most flights in the name of friendly international competition.

If you would like to build this historic model for yourself, plans for it are still in circulation, and at least one company still kits it, although they have made some slight modifications to the structure to accommodate their own production methods.

A NOTE OF THANKS!

You will probably have read that Richard Barlow has stepped down as MAAC President, and I, for one, would like to thank him for his support of Control Line, and particularly of our efforts in international competition in connection with the CIAM/FAI.

Richard is an all-round modeller, with a knowledge of all the interest categories, which few others than can boast of. He is part of a disappearing breed: somebody who recognizes that model airplanes have their place in both sport flying and in serious competition.

So I hope he now takes the time to return to what I am sure he enjoys doing most: flying. I sincerely wish him many more happy years of involvement in our hobby/sport! ✪

Vol Circulaire



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Eh bien, cher lecteur, je poursuivrai l'histoire que j'ai entamée dans ma plus récente chronique sur la mise au point d'une maquette remarquable et à quel point elle demeure légendaire, plus de 60 ans après sa création. Si la discipline du vol libre possède le Zipper et le Sail-

plane (du brillant Carl Goldberg); si le vol télécommandé a bénéficié du Smog Hog et peut-être de l'avion de formation Livewire de Hal deBolt, le kit qui a détrôné tous les autres -- toutes catégories confondues -- en termes de ventes sur une période s'étalant sur environ 40 ans, c'est bien le Ringmaster du fabricant Sterling (type S-1).

Ces maquettes ont payé leur part de salaires au cours de ces années et tout

ce temps, le kit a à peine changé depuis ses débuts dans les années 1950! Bien sûr, quelques petits changements ont été incorporés, comme par exemple l'ajout d'un canopy de plastique au cours des années 1960 ou encore des ailes dotées d'une structure en D sur la version modifiée (type S-3) à la fin des années 1980.

Le Ringmaster s'est transformé en quelques variantes intéressantes au cours

suite à la page 75

C/L Precision Aerobatics



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I will provide a brief introduction of myself for those that do not know me. I am in my mid 50's and retired. I started building and flying control line models about 43 years ago and, like many, took a break from modeling through college, entering the workforce, marriage, home buying, kids, and life in general.

I returned to the centre of the circle in about 1990 and joined the Balsa Beavers. The Beavers have several contests a year featuring a variety of disciplines and while each is fascinating and challenging in its own right it was aerobatics which always drew my interest.

After a few years of mostly sport flying and learning a few manoeuvres I, with the guidance of the late Fred Madden, learned all the tricks and completed my first pattern in late 1993. My first contest was in 1994 complete with a contest ending crash in the outside squares.

Fortunately contest success has progressed albeit slowly and today I find

myself still fascinated by Control Line Precision Aerobatics. The planes are elegant and complex yet simple. Flying is always a thrill and the combination of trim, power and design possibilities keep the sport fresh and challenging. I have met some really great people and I enjoy

that extra buzz that accompanies contest flying.

The Control Line Precision Aerobatics Committee needs some members. Please volunteer. I would appreciate receiving contest reports so that the year-end Committee report can provide our MAAC Executive with a better understanding of the level of activity in our discipline.

I have canvassed some of the local pilots as to what they would like the column to contain and not surprisingly the consensus was pictures and data on what planes people are flying, information on what works regarding finishing products, power train, design ideas, building techniques etc. So, like all the writers before me, I will ask that you send me some photos of your latest creation and some specs. Any other like to see items please let me know.

The spring in Southern Ontario has been one of very little flying weather with double the normal rain in May. The Spring Opener in Niagara Falls was a very soggy affair but the gentle drizzle at least featured gentle breezes. Here were the results. ✈

CROWLAND PARK – NIAGARA FALLS

Profile Stunt

John McFayden	138.33
Len Bourel	135.98
Dave Kelly	129.83
Chris Brownhill	110.7
Daniel Birks	108.15

Judges – Geoff Higgs, Dave Relf

F2B

Konstantin Bajaikine	147.15
Geoff Higgs	143.75
John McFayden	140.5
Len Bourel	139.75
Daniel Birks	132.5

Judges – Dave Kelly, Chris Brownhill

Vol circulaire acrobatique



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Je vais me présenter pour ceux qui ne me connaissent pas. Je suis dans la mi-cinquantaine et je suis à la retraite. J'ai commencé à construire et à piloter des maquettes de vol circulaire il y a environ 43 ans et comme plusieurs personnes, j'ai pris une pause de l'aéromodélisme à mesure que j'évoluais au collège, dans le marché du travail, dans ma vie de marié, que nous nous sommes acheté une maison, les enfants... la vie, quoi.

Je suis retourné au centre du cercle vers 1990 et je me suis inscrit en tant que membre chez les Balsa Beavers. Ceux-ci organisent plusieurs concours par année en une gamme de disciplines. Bien que chacune comporte son lot de défis, c'est l'acrobatie qui m'a toujours attiré.

Après avoir passé quelques années à évoluer surtout en vol sportif et après avoir appris quelques manoeuvres, J'ai

appris toutes les subtilités sous la gouverne du regretté Fred Madden et j'ai effectué ma première routine d'acrobatie à la fin de 1993. J'ai participé à mon premier concours en 1994, épreuve qui s'est soldée par un accident sur les carrés extérieurs. Plus de concours!

Heureusement, j'ai progressé lentement mais sûrement au sein des épreuves et je suis tout aussi fasciné aujourd'hui qu'auparavant par l'acrobatie de précision en vol circulaire. Les avions sont élégants et complexes et pourtant simples. C'est toujours excitant de faire voler ces appareils et le sport se retrouve sans cesse renouvelé puisqu'on doit jouer avec les combinaisons possibles d'ajustements, de motorisation et de design. J'ai rencontré des gens vraiment chouette et j'aime l'environnement surexcité du vol lors des concours.

Le Comité de vol circulaire -- acrobatie a besoin de membres. Devenez un bénévole. J'apprécierais recevoir des comptes-rendus de concours de sorte à ce que mon rapport annuel de comité puisse

offrir à l'exécutif du MAAC un meilleur portrait d'ensemble du niveau d'activité au sein de notre discipline.

J'ai interrogé quelques-uns des pilotes locaux à savoir ce qu'ils aimeraient retrouver dans la chronique. Il est peu étonnant que le consensus ait penché vers des photos et des données sur les maquettes que construisent les gens; des renseignements sur ce qui fonctionne dans les produits de finition, la motorisation, des idées de conception, des techniques de construction, etc. Si bien que comme tous les rédacteurs qui m'ont précédés, je vous demande de m'envoyer des photos de vos plus récentes créations et leurs caractéristiques. Si vous voulez voir autre chose, dites-le moi.

Le printemps sud-ontarien nous a offert peu de météo propice au vol; il est tombé deux fois plus de pluie en mai que la normale. Le concours inaugural de la saison à Niagara Falls a été plutôt détrempé mais au moins, la bruine qui tombait nous a aussi offert des vents légers. Voici les résultats. ✈

Free Flight Sport, Scale and Competition



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Canada wins team awards at World Championship -- Argentina

Congratulations to our members who secured a silver medal for the second Team Place in F1A and a bronze medal for third in F1C!

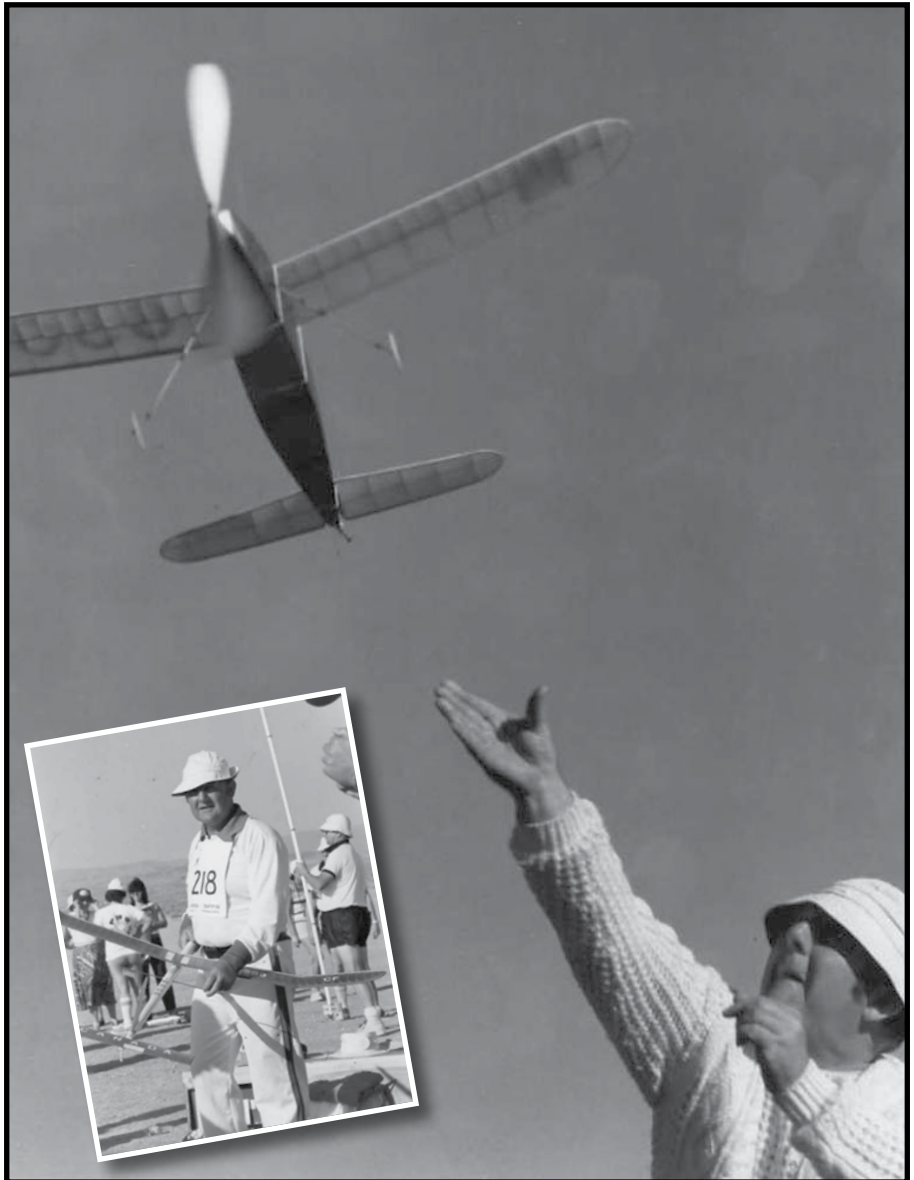
In F1A, Peter Allnutt placed 8th (1814 sec), closely followed by Vidas Nikolayevich in 9th (1801) and Shlomi Rosenzweig in 40th (1217). In a very close F1C grouping, Frank Schlacta finished 20th (1274), Rostislav Pecherskiy 21st (1273) and Yuri Shvedenkov 23rd (1270). In FIB, Tony Matthews placed 11th (1863), Paul Beldam finished 32nd (1300) and Ladi Horak 60th (1160).

Standards in these events are exceptionally high, and lower rankings do not represent lack of achievement. Every single second in the seven qualifying rounds can place an entrant in a lesser position. The Championships is very much a team effort in that those not flying in their chosen event support the others in every respect. All the participants from our clubs deserve the congratulations of the MAAC members, Board and executive for upholding the reputation of Canada in FAI Free Flight.

Peter Allnutt is best known in recent years for his expertise and experience in F1A and World Championship competition. He is also very active in other fields, including building and flying superb scale models and also participation in event such as old Oldtime Rubber and Texaco. He was inducted to the MAAC Hall of Fame this year, an appointment that is well deserved and perhaps overdue.

Prior to his recent trip to Argentina, he forwarded details of his latest glider (his 85th!) which employs the latest Eggleston laminar flow airfoil available at the time, and which presumably was employed at that event. Peter relays its first trimming flight: "As there was no wind, fog and a low ceiling, I thought I would tow it up with an open hook and no electronics, but fortunately, I put a transmitter in. One hour and four miles from the field, I lost the signal and the plane.

"We looked for two weeks on motor-cycles and even searched from a Cessna 172 with no success, so I placed an ad in local paper: '\$100 reward, no questions



Paul Roberts

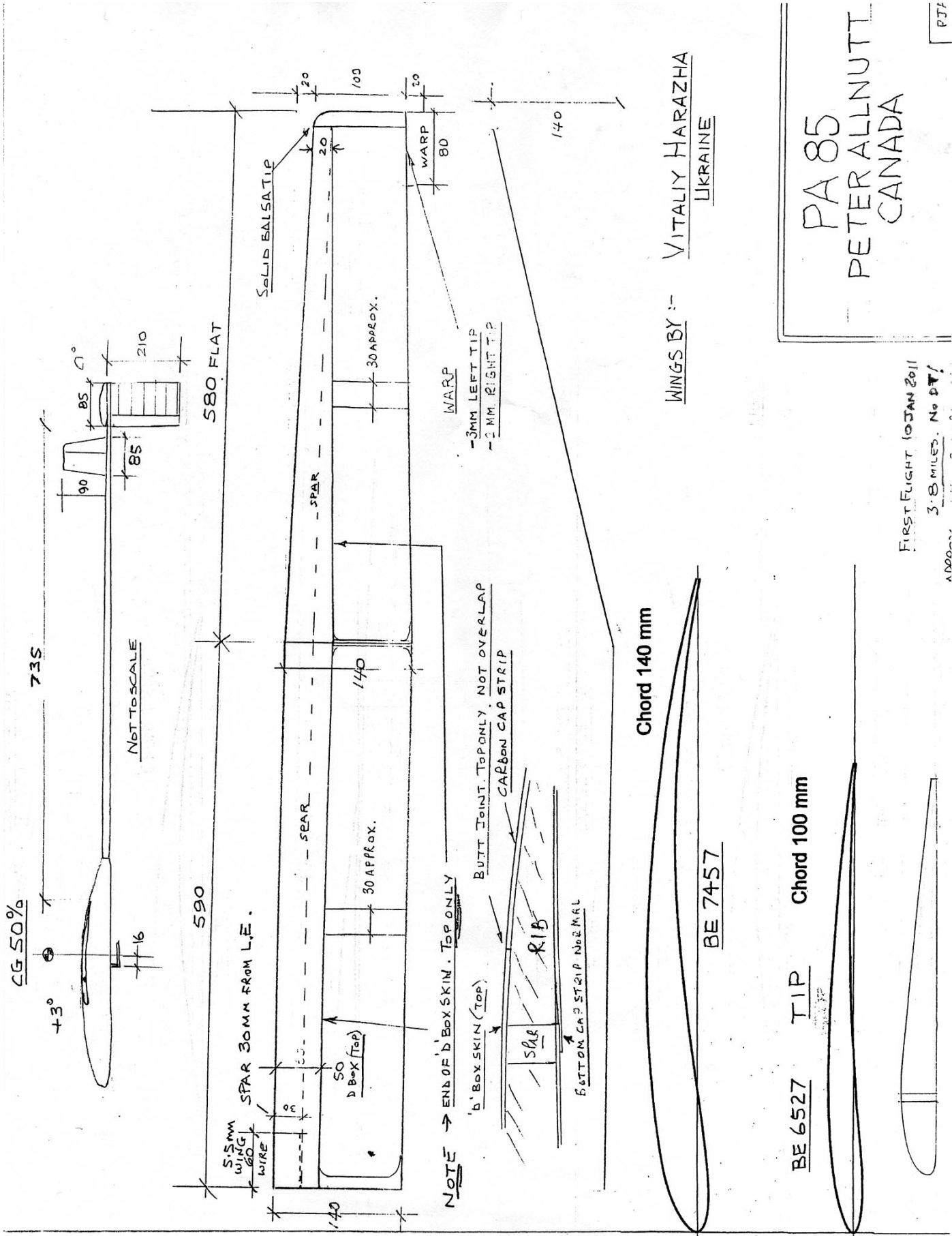
Sadly, Paul left us peacefully on April 7th. As a lifetime F/F modeller who was active in almost all classes -- rubber, power, glider and Indoor -- he represented Canada well at a number of World Championships. He will be most remembered by his ever-cheerful disposition. His passing is a loss to Canadian free flight. Our condolences are offered to his wife Betty, and family.

C'est avec tristesse que je vous annonce que Paul nous a quittés en toute quiétude, le 7 avril. Modélisée toute sa vie, Paul était actif au sein de presque toutes les catégories -- propulsion élastique, motorisée, planeurs et vol intérieur -- et il a représenté le Canada lors de plusieurs championnats mondiaux. On se souviendra de lui surtout en raison de sa jovialité. Son départ est une bien grande perte pour le vol libre au Canada. Nous transmettons nos sincères condoléances à son épouse Betty et à la famille.

asked'. A couple of days later, I got a call from a lady who had seen my 'aeroplane thing'. She gave me her address in Taft and said the model was on her porch! There it was, undamaged, about a quarter mile from my house! An elder-

ly gentleman opened the door, and when I asked where he found it, he told me it landed in his front garden."

First flight: one hour duration, 3.8 miles. Nice story. ✈

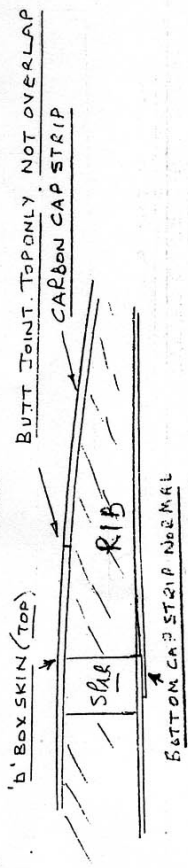


WINGS BY: VITALIY HARAZHA
UKRAINE

PA 85
PETER ALLNUTT
CANADA

FIRST FLIGHT 10 JAN 2011
3.8 MILES. No DT!
PJF

NOTE → END OF D BOX SKIN. TOP ONLY



BUTT JOINT. TOP ONLY. NOT OVERLAP

Chord 140 mm

BE 7457

BE 6527 TIP Chord 100 mm

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Prix d'équipe du Canada au Championnat mondial en Argentine

Félicitation à nos membres qui ont mérité une médaille d'argent pour un deuxième rang (équipe) en F1A et une médaille de bronze pour une troisième place en F1C!

En F1A, Peter Allnutt est arrivé huitième (1 814 secondes), suivi de près par Vidas Nikolayevich en 9^e (1 801 secondes) et Shlomi Rosenzweig en 40^e place (1 270 secondes). Le peloton est demeuré très serré en F1C : Frank Schlacta a terminé 20^e (1 274 secondes), Rostislav Pecherskiy est arrivé 21^e (1 273 secondes) et Yuri Shvedenkov est arrivé tout juste derrière, en 23^e place avec 1 270 secondes. Au sein de la catégorie F1B, Tony Matthews a terminé 11^e (1 863 secondes), Paul Beldam a terminé 32^e (1 300 secondes) et Ladi Horak est arrivé au 60^e rang avec un chrono de 1 160 secondes.

Les critères de performance au sein de ces concours sont très élevés et un classement plus bas ne représente en rien un accomplissement moindre. Chaque seconde au cours des sept rondes de qualification peut reléguer un concurrent à une position plus basse. Ce Championnat constitue un effort d'équipe puisque les modélistes qui ne font pas voler leur maquette à un certain moment dans leur catégorie appuient les autres en tous points. Tous les participants de nos clubs méritent les félicitations des membres du MAAC,

du Conseil de direction et de l'exécutif puisqu'ils honorent la réputation du Canada dans le cadre des épreuves de vol libre de la FAI.

Peter Allnutt s'est fait connaître ces dernières années pour son expertise et son expérience au sein de la discipline F1A et de la compétition mondiale. Il

intrônisé au sein du Temple de la renommée du MAAC cette année, une nomination qui est tout à fait méritée et qui aurait peut-être dû arriver plus tôt.

Avant d'entreprendre son récent voyage en Argentine, Peter m'a fait parvenir les détails de son plus récent planeur (son 85^e!) qu'il a dessiné avec le plus récent (à l'époque) profil d'ailes Eggleston et qui, j'imagine, a été employé lors de ce concours. Peter nous raconte le premier vol afin d'effectuer les ajustements :

«Puisqu'il n'y avait pas de vent, brouillard et plafond bas, j'ai pensé remorquer (ma maquette) avec un crochet et aucune composante électronique, mais heureusement, j'ai installé un émetteur. Après une heure et à une distance de quatre milles du terrain, j'ai perdu le signal et la maquette.

«Pendant deux semaines, nous l'avons cherchée à motocyclette et même à l'aide d'un Cessna 172, si bien que j'ai placé une petite annonce dans le journal local : 'récompense de 100 \$ et pas de questions'. Quelques jours plus tard, j'ai reçu un appel d'une dame qui disait avoir aperçu cette 'machine aéroplane'. Elle m'a donné son adresse à Taft et m'a dit que ma maquette se trouvait sur son porche! Elle était bien là, pas du tout endommagée et elle avait atterri à environ un quart de mille de ma maison! Un homme âgé m'a ouvert la porte

et lorsque j'ai demandé où il avait trouvé mon avion, il m'a répondu qu'il avait atterri dans son jardin à l'avant.»

Ainsi, sur un premier vol, envolée d'une heure, distance de 3,8 milles. C'est un beau récit. ✈



Peter Allnutt at Taft with new PA85 glider. / Peter Allnutt à Taft avec son nouveau planeur PA85.

s'implique aussi beaucoup en d'autres domaines, y compris la construction et le vol de superbes copies volantes et on connaît sa participation à des événements comme des maquettes à propulsion élastique à l'ancienne et Texaco. Il a été

Electric



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I'd like to thank Tex for sending in this piece about how an unconventional construction and some basic scavenging has expanded his fleet.

Clarke "Tex" Gehman's Hercules

"For years, I have made models out of the traditional balsa and plywood, with a bit of fiberglass thrown in. I had to stop when I developed a reaction to the dust, which I could not control in my workshop.

"I switched to foam which, when sanded, doesn't affect me. Construction of models with foam opens up a whole new concept for the scratch builder. There is virtually no shape that cannot be easily made from foam.

"My Hercules started out when I picked up a railway tie-size piece of construction foam that had blown into the ditch near our flying field. Being the proverbial scavenger that I am, it went into the rafters of my garage. It took a year or so for me to realize that there was a Hercu-

les in there that needed to be let out.

"My first step was to photograph a small three-view and enlarge it on my computer to roughly the size I wanted. This was to be a small easily managed model that would not need a lot of expensive mechanics to get flying.

I had four GWS brushed can motors for power. A single mid-range ESC would drive all four motors. Lightness



Tex Gehman with his Hercules. / Tex Gehman et son Hercules.

had to be built in at all stages for these small powerplants to work, so very little material other than foam could be used.

My materials: the large chunk of white

foam, approximately one sheet of nine mil, and half a sheet of five mil Depron and a couple of CF arrow shafts.

The fuselage was made by cutting the block into manageable lengths and with the aid of templates all the while cutting cylinders using a vertical hot-wire cutter. Once the cylinders were made, I used the hot wire to cut a smaller cylinder out of the middle of the big ones. These hollow pieces were glued together to make the tube for the main part of the fuse. The front cockpit section was not hollowed, as it would be shaped after attachment.

The wheel fairings were fashioned from the "shucks" left over from cutting the fuse cylinders. Vertical fin is from two pieces of Dollar-Store foam board with the paper removed, having a spar to provide the characteristic airfoil shape. The horizontal stab is 9 mil Depron.

Paint is Acrylic Latex from Canadian Tire spread on with a foam brush. The windows are drawn with a silver paint pen. Decals are courtesy of my good friend Ken.

With this whole project, I managed to maintain my image of being cheap!" ✈

Avions électriques



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Je remercie Tex de m'avoir envoyé ce texte sur le recours à une construction non conventionnelle et à quel point la récupération de matériaux lui a permis d'ajouter un appareil à sa collection.

Le Hercules de Clarke "Tex" Gehman «Pendant plusieurs années, j'ai construit des maquettes à l'aide de balsa et de contreplaqué et avec un peu de fibre de verre. C'était la méthode traditionnelle. J'ai dû cesser lorsque j'ai développé une réaction à la poussière, ce que je ne pouvais pas contrôler dans mon atelier.

«Je suis passé à la styromousse, une matière qui ne m'affecte pas lors de l'étape du ponçage (sablage). Ce type de construction a ouvert un véritable uni-

vers pour le constructeur artisanal. On peut réaliser presque toutes les formes en mousse.

«Mon Hercules est né lorsque j'ai ramassé une pièce de styromousse de construction de la taille d'une traverse de chemins de fer qui s'était retrouvée dans un fossé non loin de notre terrain de vol. Puisque je suis un récupérateur invétéré, je l'ai entreposée dans les montants de mon garage. Ça m'a pris environ une année avant de m'apercevoir qu'un Hercules ne demandait qu'à en émerger.

«Ma première étape, c'était de photographier un petit diagramme trois-vues et de l'agrandir à mon ordinateur à la taille approximative que je désirais. Je désirais obtenir une petite maquette qui ne nécessiterait pas bien des pièces dispendieuses avant qu'elle puisse voler.

«J'avais quatre moteurs à armature (brushed) GWS. Un contrôleur de vitesse de milieu de gamme gèrerait les quatre

moteurs. Il fallait que je vise la légèreté à toutes les étapes de la construction si j'espérais que mes moteurs fassent l'affaire, si bien que je devais avoir recours à très peu de matériaux de construction en plus de la styromousse. Ainsi, les matériaux choisis : la grosse pièce de mousse blanche, environ une feuille de 9 mm de Depron, une demi-feuille de 5 mm de Depron et quelques flèches de fibre de carbone.

«J'ai fabriqué mon fuselage en coupant le gros bloc en sections que je pourrais travailler aisément à l'aide de gabarits; j'ai coupé des cylindres grâce à une machine verticale à fil chaud. Une fois les cylindres coupés, j'ai utilisé le fil chaud afin de découper un plus petit cylindre dans les plus gros. Les pièces vides ont été collées ensemble afin de constituer le gros du fuselage. Je n'ai pas vidé la section avant du cockpit puisqu'il fal-

suite à la page 50

RC Float Plane



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The coming float flying season is shaping up nicely. At the time of the writing of this article, there are 28 Float Fly events across Canada listed on the MAAC site, with more being added.

Most of these events are one day in length. They are usually held on Saturdays with Sunday as a rain date. There are two longer events, both in British Columbia. The May 9 Shuswap Spring Float Fly is a nine-day event. The September 6 Slam Fall Classic Float Fly is a week-long event. Last year's event is covered in the May 2011 magazine.

More information on these and other

Float Flying events can be found in the events section of the MAAC website, or in the calendar of events in this magazine.

If it's your first time to a Float Fly, there are a few things to remember:

You are flying off, on and sometimes in water, so make sure your electronics on board the aircraft are water-proofed in sealed bags or compartments. The water can corrode the connectors and really damage the circuits in the receivers.

Usually, there is little or no shelter from the sun. Be prepared with a large brim hat or sunscreen, wear loose-fitting clothes and bring drinking water. Some pilots even bring a portable shelter. Bring something to sit on, such as a

folding chair.

The flight line is usually on sand; bring a small tarp to place under your aircraft for a sand-free working area, to easily find dropped screws and as a barrier for spilled fuel. Keep the beach clean.

Don't forget to bring warm clothes. The temperature near the water can be much cooler than inland. I found this out at one event in May, where it was in the thirties when I left home and in the single digits on the lakeshore.

Have a great time, write a few words and take lots of photos. Send them to me or directly to Model Aviation Canada for inclusion in future issues.

Take care all and safe flying. ✈

Avions flotteurs



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La saison d'hydravions s'annonce très bien. Au moment de rédiger cette chronique, il se déroulera 28 rassemblements ça et là (tels que répertoriés au site Web du MAAC) et d'autres se font ajouter.

La plupart de ces rassemblements sont d'une durée d'un jour. Ils ont habituellement lieu le samedi (avec le dimanche

comme journée de recharge, s'il pleut la veille). Deux rassemblements s'étalent sur un peu plus longtemps, tous deux en Colombie-Britannique. Le Shuswap Spring Float Fly du 9 mai est de neuf jours. Le Slam Fall Classic Float Fly du 6 septembre se déroule sur une semaine. L'édition 2010 a justement été l'objet d'un reportage dans le numéro de mai de la revue Model Aviation Canada.

Vous trouverez d'autres renseignements relativement aux rassemblements Float-fly dans la section des événements à venir du site Web du MAAC ou dans le calendrier à même les pages de cette revue que vous lisez.

Si vous en êtes à votre première participation à un Float-fly, voici quelques conseils à retenir.

Si votre maquette décolle de l'eau ou se retrouve parfois dedans, assurez-vous que vos composantes électroniques soient scellées dans des sacs ou compartiments à cet effet. L'eau peut corroder les connecteurs et endommager les circuits des récepteurs.

Habituellement, il n'y a rien sur place pour se protéger du Soleil. Apportez un chapeau à larges bords et de la crème solaire; portez des vêtements amples et apportez assurément de l'eau que vous pourrez boire. Quelques pilotes apportent aussi un abri temporaire. Apportez quelque chose afin de vous asseoir; pensez notamment à une chaise pliante.

La ligne de vol se situe ordinairement sur le sable. Apportez une petite housse que vous installerez sous votre maquette, de sorte à minimiser le sable qui se trouvera à proximité; vous trouverez aussi plus aisément les vis que vous avez perdues et vous ferez en sorte qu'une fuite de carburant ne se retrouve pas dans le sable. Gardez la plage propre.

N'oubliez pas d'apporter des habits chauds. La température près de l'eau peut être beaucoup plus froide qu'à l'intérieur du continent. J'en ai fait l'expérience lors d'un rassemblement en mai: le mercure atteignait les 30 degrés Celsius lorsque j'ai quitté la maison mais il avait chuté à moins de 10 degrés sur le rivage.

Amusez-vous cet été, rédigez quelques mots et prenez plusieurs photos. Envoyez-les moi ou faites-les parvenir directement à Model Aviation Canada afin qu'elles soient incluses dans un prochain numéro.

Prenez soin de vous et faites voler vos maquettes en toute sécurité. ✈

Avions électriques suite de la page 49

lait lui donner une forme après l'avoir collée.

«Le carénage pour les roues a été façonné grâce aux morceaux récupérés avec avoir évidé les cylindres formant le fuselage. La dérive verticale a été construite grâce à deux morceaux de panneau de mousse du Dollarama (j'ai retiré le carton) et j'ai ajouté un longeron afin de lui donner un profil aérodynamique. Le stabilisateur horizontal a été façonné à l'aide de Depron de 9 mm.

«La peinture que j'ai utilisée est du latex acrylique de chez Canadian Tire que j'ai appliqué à l'aide d'un pinceau de mousse. J'ai dessiné les hublots à l'aide d'un crayon de peinture argentée. Les décalques ont été réalisés par mon bon ami Ken.

«Grâce à ce projet, j'ai maintenu ma réputation d'être pingre!» ✈



RC Helicopter



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Lipo's

Just a reminder about lipo battery charging and storage, remember charging them incorrectly can cause serious burns and spontaneous fires.

I have also seen a few cases when a helicopter made such an abrupt landing that the battery would explode. I have also seen that the battery explode up to 15 minutes after a crash!

If you happen to crash, remove the battery as soon as possible and place it in a safe place to make sure that it is stable. Preferably you can put it in a fire-proof bag.

CHARGING OF NEW PACKS

New lipos ship in a "sleep" state. They have a chemical stabilizer in the cells that help them more easily handle shelf life, and are shipped at a storage voltage of approx 3.85V per cell.

Once a new pack is ready to be used, it needs to go through a "break in" process. Generally this means treating the new pack gingerly for the first few cycles, including charging it slowly (1C) and gently discharging it to 50% capacity for the first five flights. This makes sure the pack is in good condition and loosens up the pack for normal duty.

80% RULE

In an attempt to keep lipos healthy a general rule has evolved. In simple terms, you should not discharge a lipo more than 80% of its rated capacity. This has nothing to do with volts but rather the mah used during a flight.

STORAGE

This topic is hotly debated by many but it seems most believe that you should store lipos in a cool dry place and at roughly 50% capacity.

The cool dry place can be anywhere from your garage to your fridge. In any case they should be stored in a fireproof

container for safety. Many use ammo cans, cash boxes or lipo sacks. Just make sure they are safe and don't get crushed or poked while in storage.

While in storage the packs should be at roughly 50% capacity or 3.85V per cell. The exact level is not overly important, they should be somewhere between empty and full.

Many people simply leave the packs in the same state they are after a flight (roughly at 20% capacity if using the 80% rule). Others use their chargers to partially charge their packs with their chargers Storage Charge/Discharge mode.

When transporting lipos you need to make sure they stay cool and away from harm. Many times it is easy to place them in a container in a car but left in there on a hot summer day can damage them.

In conclusion;

Take the time to fly safely and don't forget the Quebec Provincial Precision Fun fly June 23, 24, 25 and 26. ✈

RC Hélicoptères



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LES PILES LI-PO

Je vous rappelle quelques conseils de sécurité relativement aux piles en polymère de lithium, communément appelées les Li-Po. Si vous les faites charger incorrectement, elles peuvent provoquer des brûlures assez sérieuses, voire même des incendies spontanés.

J'ai vu des cas où un hélicoptère a effectué un atterrissage si brutal que la pile a explosé. Dans la même veine, j'ai vu la pile exploser 15 minutes après un écrasement!

Si votre hélicoptère s'écrase, retirez-en la pile le plus tôt possible et placez-la dans un endroit sécuritaire afin de vous assurer qu'elle reprenne son état stable. Préférez, vous pourriez l'insérer dans un sac ininflammable.

LA CHARGE DE NOUVEAUX ÉLÉMENTS

Les piles Li-Po neuves sont expédiées alors qu'elles se trouvent en état de dormance. Un stabilisateur chimique a été incorporé dans les éléments et elles peuvent

ainsi mieux tolérer l'inactivité. Elles sont envoyées normalement alors qu'elles ont été soumises à un voltage d'entreposage d'environ 3,85 v par élément (cellule).

Une fois que votre nouvel ensemble de piles est prêt à être utilisé, vous devez lui offrir une période de rodage (break-in). Généralement, cela signifie que vous devez les charger avec beaucoup de soin au cours des premiers cycles de charge, y compris une charge lente (à 1C) et une décharge lente jusqu'à ce qu'elle atteigne une capacité de 50 % au cours des cinq premiers vols. Cela fera en sorte que l'ensemble de piles demeure en bon état et qu'il soit conditionné afin de s'acquitter plus tard des tâches de recharge normales.

LA RÈGLE DES 80 %

Histoire d'entretenir la santé de vos piles Li-Po, une règle générale a été élaborée. En termes simples, vous ne devriez pas décharger une pile Li-Po à moins de 80 % de sa capacité précisée. Cela n'a rien à voir avec les volts mais plutôt avec les milliampères (mAh) que vous sollicitez durant un vol.

ENTREPOSAGE

Ce sujet déchaîne bien des passions. Mais semble-t-il que la plupart des adeptes sont d'avis que vous devriez entreposer les Li-Po dans un endroit sec et frais alors que leur capacité se trouve à 50 %.

Cet endroit frais et sec peut autant être votre garage que votre réfrigérateur. Quel que soit l'endroit que vous choisissez, vous devriez entreposer vos piles dans un contenant à l'épreuve du feu, pour des raisons de sécurité. Plusieurs modélistes récupèrent des contenants de munitions, des caisses pour l'argent ou des sacs-contenants spécialisés pour les Li-Po. Assurez-vous qu'elles soient placées en un endroit sûr et qu'elles ne soient pas écrasées ou qu'elles se fassent accrocher pendant qu'elles sont entreposées.

Au cours de leur période d'entreposage, les piles devraient se trouver à 50 % de leur capacité ou à 3,85 volts par élément. Le niveau précis importe peu; elles doivent être ni vidées de leur charge, ni complètement chargées.

Plusieurs personnes laissent tout bonnement leur ensemble de piles dans le même état qu'il se trouvait après un vol (à environ 20 % de leur capacité, si l'on se réfère

suite à la page 52



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First, a quick apology for missing the last issue. My regular job and some jet committee work took priority, and finding time to write articles has been a little challenging lately.

A short follow-up on the Mr. Funnel topic from a few articles back. This is a standard plastic funnel that filters particulate and water from kerosene while transferring fuel into a jug. The \$45 price tag at retail stores in Vancouver seemed a little excessive, so I searched online and ordered the \$15 F3C model from Amazon.com in the U.S. It looks like a standard funnel that you might find in a hardware store, but it has what appears to be a green perforated membrane in the spout. It's remarkably simple, but I sus-

pect the water separation occurs as a result of a hydrophobic coating, or differences in viscosity, surface tension, etc., between fuel and water. I look forward to trying it out this season.

I'll continue with some committee business now; namely, the letter of proficiency (LOP) for MAAC members wishing to fly turbine-powered aircraft in AMA jurisdiction. These letters have been issued by the Jet Committee Chairman for about ten years. They provide Canadian jet pilots with the same privileges as an AMA turbine waiver holder at events or casual flying days. The growth in turbine modeling in both the U.S. and Canada causes an increased demand on this system. This increased demand has exposed a few areas in need of improvement, particularly in the area of published information. Our proposal formalizes the process for formulating, agreeing

upon, documenting and publishing requirements. At the time of writing this article, the Committee has reviewed and made some changes to the initial draft. This project is likely close to completion, although it is impossible to predict for certain how long the approval will take. A quick thank you to all the contributing jet pilots, Committee members, JPO reps, and contacts at MAAC HQ for their input.

Last, a quick acknowledgement to RC-Canada. The website owners provide the Jet Committee with a private discussion forum, which expedites our work a great deal. For those new to jets or those who are thinking about trying it, there's a very active and helpful Canadian jet community on RCC. Feel free to sign up, introduce yourself, and ask any questions you wish. ✈

Avions à réaction



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En premier lieu, je vous dois mes excuses puisque j'ai raté la tombée pour le plus récent numéro. Mon gagne-pain habituel et le travail au sein du Comité des jets a eu la priorité et c'était tout un défi dernièrement de trouver le temps d'écrire des articles.

Voici un suivi sur l'histoire du filtre Mr. Funnel dont je vous ai fait part, il y a quelques numéros. Il s'agit d'un entonnoir standard en plastique qui filtre les particules et l'eau du kérosène tandis

que l'on transfère du carburant dans un contenant. Le prix de détail de 45 \$ dans des magasins de Vancouver me semblait quelque peu excessif, aussi suis-je allé en ligne et commandé un modèle F3C à 15 \$ chez Amazon.com, aux États-Unis. L'unité ressemble à un entonnoir régulier que vous pourriez trouver dans une quincaillerie mais elle semble être munie d'une membrane verte et perforée dans le bec. Ce dispositif est remarquable dans sa simplicité; je soupçonne que le procédé fonctionne en raison d'une couche hydrophobique ou de la différence de viscosité ou dans la tension à la surface naturellement présente entre l'eau et le carburant. J'ai bien hâte d'essayer ce réservoir cette saison.

Je passe maintenant à des nouvelles de comité. En autres, je traiterai de la lettre d'aptitude (ce que les anglophones appellent Letter of Proficiency, LOP) à l'intention des membres du MAAC qui veulent piloter une maquette à turbine en un endroit de juridiction de l'AMA. Le président du Comité des jets remet ce genre de lettres depuis environ dix ans. Elles offrent aux pilotes canadiens les mêmes privilèges que les détenteurs d'une pareille lettre de l'AMA aux États-Unis afin qu'ils puissent se présenter à un rassemblement ou uniquement faire voler leur maquette à des fins de loisirs. Seu-

lement, la croissance de l'aéromodélisme à turbine aux États-Unis et au Canada fait en sorte que davantage de lettres doivent être traitées. Cette demande accrue a fait ressortir quelques lacunes qui doivent être améliorées, particulièrement en matière de renseignements publiés. Notre proposition, c'est de formaliser le processus de formulation, de s'entendre sur les exigences et de les documenter et de les publier. Au moment de rédiger cet article, le Comité a examiné l'ébauche et a proposé certains changements. Ce projet est presque complété, bien qu'il soit impossible de prédire avec exactitude combien de temps nécessitera l'approbation. Je remercie en vitesse les pilotes de jets, les membres du Comité, les représentants JPO et les personnes ressources du siège du MAAC pour leur apport.

Enfin, des remerciements sont de mise à l'égard de RCCanada. Les propriétaires de ce site Web ont offert un forum privé de discussion au Comité des jets, ce qui accélère notre travail de beaucoup. Avis aux gens que les jets intéressent et qui ont toujours songé à se lancer là-dedans, la communauté des adeptes est très active et est toujours prête à donner un coup de main sur RCC. Sentez-vous bien à l'aise de vous y inscrire, de vous présenter et de poser toutes les questions que vous voulez! ✈

RC Hélicoptères

suite de la page 51

à la règle générale des 80 %). D'autres modélistes utilisent le mode Storage Charge/Discharge de leur chargeur.

Lorsque vous transportez des Li-Po, assurez-vous de les garder au sec et qu'elles ne seront d'aucun danger pour vous. Souvent, il semble plus aisé de les laisser dans un contenant dans votre véhicule mais si vous les abandonnez ainsi par temps chaud, vous endommagerez vos piles.

En conclusion, pilotez en toute sécurité et n'oubliez pas le Fun-fly provincial de précision du Québec, du 23 au 26 juin. ✈

RC Precision Aerobatics



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My name is Hartley Hughson and I am the new Chairman of the Precision Aerobatics Committee. Harry Ellis has served the pattern community as Chair for many years and I am pleased to now take my turn. Harry – thanks for all your expertise and hard work over the years. Harry will be judging at the Worlds for Canada and will be finishing his term as our representative of the CIAM FAI subcommittee.

In 1995, I joined MAAC and participated in my first pattern event in Prince George, B.C. From that first contest until now, my main R/C focus has been pattern, although all MAAC disciplines interest me. I enjoy flying in as many

contests as possible and usually manage at least four contests each year. For many years, I was able to attend six to eight contests and one year, I was lucky enough to be able to attend 11 contests. I have competed in Nevada, California, Oregon, Washington, Alberta, and B.C. It would be my pleasure to be able to compete in Eastern Canada and I hope to do so in the next few years.

Over the years, I have been involved as a Contest Director in at least 15 contests and have assisted with many more. I have acted as a MAAC Assistant Zone Director in the B.C. zone for three years. I was the editor and distributor of the Pattern West newsletter for several years when it was in a paper form.

As I get used to my new position in the flying community, I would like to extend as invitation to all pattern flyers to con-

tact me at any time (hhughson@dccnet.com). Please let me know about your thoughts on competitions, pattern schedules, new airframes, motors, technology – anything that I can share with your fellow flyers.

In my Assistant Canadian Team Manager capacity, I plan on attending the 2011 Worlds in Muncie, Indiana in July this year. I will also stay on to compete in the U.S. Nats. My wife and I will be driving to Muncie with our 27-foot travel trailer, which is Team Canada's base. We would be thrilled to meet any other Canadian flyers, so please be sure to stop by and see us. Follow the Canadian and MAAC flag, or look for the Team Canada trailer, to find us.

Happy flying! ✈

RC - Acrobatie de Précision



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Je m'appelle Hartley Hughson et je suis le nouveau président du Comité d'acrobatie de précision. Harry Ellis s'est dévoué pour la communauté de la voltige pendant des années à titre de président de ce comité et j'ai le plaisir de saisir la balle au vol. Harry, merci pour toute votre expertise et votre travail acharné au cours des années. Harry sera juge canadien au Championnat mondial et terminera son mandat à titre de représentant du Canada au sous-comité de la FAI, le CIAM.

Je me suis joint au MAAC en 1995 et j'ai participé à mon premier concours de voltige à Prince George (Colombie-Britannique). Dès lors et jusqu'à ce jour, mon champ d'intérêt a été la voltige, bien que toutes les disciplines au sein du MAAC m'intéressent. J'aime beaucoup piloter des maquettes à autant de concours que possible et je me rends habituellement à au moins quatre d'entre eux, annuellement. Pendant plusieurs années, j'arrivais à me rendre à six ou huit concours et une année, j'ai réussi à me rendre à 11 concours. J'ai livré combat au Nevada, en Californie, en Oregon, dans l'état du Washington, en Alberta et en Colombie-Britannique. Il me ferait

plaisir de me rendre dans l'Est du Canada et j'espère que mon rêve deviendra réalité au cours des prochaines années.

Au fil du temps, je me suis impliqué à titre de directeur de concours lors d'au moins 15 concours et j'ai donné un coup de main lors de la tenue de plusieurs autres. J'ai agi à titre d'assistant directeur de la zone Colombie-Britannique du MAAC pendant trois ans. J'ai été l'éditeur et le distributeur du bulletin Pattern West pendant plusieurs années, du temps qu'il était publié en format papier.

En m'installant en poste au sein de la communauté des modélistes, j'invite tous les adeptes de la voltige à communiquer avec moi en tout temps, au hhughson@dccnet.com. Veuillez me faire part de vos commentaires relativement à la compétition, aux séquences de voltige, aux nouvelles cellules, aux moteurs, à la technologie, bref, relativement à tout ce que je peux partager avec vos collègues.

En ma qualité de gérant adjoint au sein de l'équipe canadienne, j'ai l'intention de me rendre au Championnat mondial de Muncie en juillet. Je demeurerai sur place afin de m'inscrire aux NATS américains. Mon épouse et moi nous rendrons à Muncie en remorquant notre roulotte de 27 pieds, qui agit comme base pour l'équipe canadienne. Il nous ferait très plaisir de rencontrer d'autres pilotes canadiens, aussi ne vous gênez pas pour

vous arrêter à la roulotte. Suivez les drapeaux canadien et du MAAC ou encore, cherchez la roulotte d'Équipe Canada et vous nous aurez trouvés.

Bon vols! ✈

F5D Electric RC Pylon Team Trials

The team trials for the 2012 Electric RC Pylon World Championships will be held in Calgary, Alberta at the Indus flying field, home of the Calgary Miniature Pylon Racing Association; www.cmpra.com

September 10,11 / 2011

Contact:

Delbert Godon: 403-815-2374;
email: dgdgodon@telus.net

Contest Director:

Randy Smith: 403-547-1086
pylon.guy@shaw.ca

All participants intending to qualify for the 2012 Canadian F5D RC Pylon team please submit your intention to compete and an entry fee of \$50.00 to Delbert Godon by August 15, 2011. Qualification guidelines as per MAAC RC Pylon Committee in effect

MAAC membership required

RC Pylon



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After what seemed to be a never-ending winter out West here, racing is now in full swing. Model Aviation Canada has new publishing deadlines that are not synchronized with the pylon racing season.

The Calgary pylon club finished up its annual winter racing series this year on April 30. Several weekend races were cancelled due to winter weather, and extreme cold, wind, and snow made for a difficult season of .20- size racing. The flying field was covered with an unusually deep snow pack, which had several die-hard racers stuck up to their axles on more than one occasion. One of the final top three positions was not decided until the very last heat of the year, during which Darren Dale, a relative rookie, had a mid-air collision with veteran Ted Ellefson. Darren cruised to a finish with only minor surface damage to his model, but Ted did not fare as well. As a result of this collision, his Club 20 is not flight-worthy without a new V-tail. The crowd went wild when an even more experienced veteran, Jack Ellefson, bumped Ted off the podium and moved into third position. Prizes were given to all participants who attended that final race. The CMPRA Club would like to extend a special thank you to Marcsel Buecker, who manned the #1 pylon light system over the entire season.

Summer racing in western Canada began on May 28th, 29th in Calgary with a non-competitive Fun Quickie 500 race, hosted by the pylon club, and the second year of the new Electric Formula One. The fun Quickie event is the season opener, and a chance for everyone to shake out the cobwebs after a long winter. There are no regional or national points assigned to this race, so it makes it a more low-key event. Also, pilots supply their own fuel and lunch is not provided in order to keep overhead costs and responsibilities low. The event emphasizes just having fun going around the poles.

We are still waiting for more ARF designs to be released for the new Electric Formula One event. The LR-1A Pogo from Horizon Hobby has been a great first model for the event, but we all want a larger variety of designs and color



Some of the winter racing 'keeners' from the Calgary area show off their Club 20 racers at the final season race on April 30. Roy Andrassy placed first in the series of 12 races held during the winter. Cecil Graval placed second and Jack Ellefson placed third. Club 20 pylon racers have 300 sq. in of wing area, weigh 2.5 lbs, powered by MVVS or OPS .20 motors with tuned pipe and 15% nitro. The race course is 380 feet long. Ten laps are completed in an average time of 70 seconds. / Quelques-uns des invétérés de la course, même l'hiver, à Calgary montrent leurs maquettes Club 20 lors de la dernière course de la saison, le 30 avril. Roy Andrassey a terminé au premier rang suite à la série de 12 courses hivernales. Cecil Graval a terminé deuxième et Jack Ellefson a ravi la troisième place. Les maquettes Club 20 possèdent une surface alaire de 300 pouces carrés, pèsent 2,5 livres et sont mues par un MVVS ou OPS .20 muni d'un silencieux calibré et sont alimentés grâce à du carburant avec composition de nitro à 15 %. Le parcours de course est de 280 pieds. Dix tours sont complétés avec une moyenne de 70 secondes. PHOTO: Marcsel Buecker.

schemes to choose from. A third motor has been approved for the event. The Arrowind 2820-07 is priced at \$75.00 from Brodak Manufacturing and Distributing in Carmichaels, PA. See www.brodak.com.

Roy Andrassy and I were out on the race course together, one Sunday in April. We both had our Quickie 500 models out for a session of practice. Roy's model was powered by the standard district-legal Nelson 40 while mine was fitted with the new Quickie motor from Jett Engineering. Last fall, the Canadian Prairie Pylon Racing Association voted to allow the new Jett motor to compete for one year as an evaluation period. At the end of this year, we will look at the results for all the pilots who ran the Jett motor. Their finish positions and course times will be compared to those who ran the Nelson motor. The goal is to have two motors that are of equivalent power and speed on the race course. So far, from what I can tell from

two practice sessions with Roy, I believe the two motors are nearly identical in flight speed on the race course. Roy and I went around the course stacked one on top of the other. The models were never much more than 50 to 100 feet apart and the separation distance was neither increasing nor decreasing. I feel the two motors are "within pilot error". That is, should one pilot make a mistake in any of the 30 turns involved in a race, that will make the difference between winning and losing the race. The Jett motor has a unique remote needle valve assembly that is mounted to the side of the model behind the motor. This keeps fingers well away from the propeller and makes for a very easy fuel line installation. I have shown a picture of my Jett motor installed on my Ninja Quickie 500. The motor comes with a tuned muffler that is designed to regulate the rpm of the motor in the range of 17,500 – 18,000 rpm when fitted with a APC 8.75 x 7.75 propeller. ✪

RC Course Autour de Pylônes



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403 547-1086 pylon.guy@shaw.ca

Après avoir enduré un hiver qui n'en finissait plus ici dans l'Ouest, la course autour de pylônes bat son plein. La revue Model Aviation Canada exige maintenant des dates de tombée qui ne sont plus synchronisées avec la saison de course.

Le club de course autour de pylônes de Calgary a terminé sa série hivernale le 30 avril. Plusieurs courses de fin de semaine ont été annulées en raison de la météo; un froid intense, du vent et de la neige ont rendu difficiles les courses de maquettes de cylindrée de .20. Le terrain était recouvert d'une couche anormalement épaisse et plusieurs pilotes invétérés ont récupéré leur maquette qui s'était embourbée jusqu'aux essieux. L'une des trois premières places n'a été décidée qu'au cours de la toute dernière ronde de l'année; Darren Dale, un concurrent encore nouveau, a vu sa maquette frapper celle du vétéran Ted Ellefson pendant que toutes deux volaient. Darren a réussi à piloter son appareil afin de terminer la course malgré quelques dommages superficiels mais celle de Ted était plus amochée. Son avion Club 20 ne pouvait voler une fois de plus sans recevoir un nouvel empennage en V. La foule a été soulevée lorsqu'un vétéran encore plus expérimenté, Jack Ellefson, a déplacé Ted au podium pour ravir la troisième place. Tous les participants qui se sont rendus à la course finale ont reçu des prix. Le Club CM-PRA remercie particulièrement à Marcel Buecker, qui a surveillé le système d'éclairage du pylône numéro 1 pendant toute la saison.

La saison de course estivale dans l'ouest du pays a débuté les 28 et 29 mai à Calgary grâce à une course amicale de Quickie 500 qu'a organisée le club ainsi que des courses de la nouvelle discipline de Formula One électrique, celle-ci étant à sa deuxième année d'existence.

La course Quickie pour le plaisir inaugure la saison, si bien que tout le monde a la chance de se délier les pouces après ne pas avoir piloté au cours de l'hiver. Aucun pointage régional ou national n'est assigné à cette course, si bien que personne ne cherche à appliquer de la pression sur quiconque. Les pilotes fournissent leur propre carburant et se préparent à manger de sorte à ce que les coûts -- et les responsabilités -- ne soient pas élevés. On met l'accent sur le plaisir de franchir les pylônes.

Nous attendons toujours la sortie de nouveaux designs presque prêts à voler (les ARF) pour la discipline de Formula One électrique. Le LR-1A Pogo (de Horizon Hobby) est une bien bonne première

rifiez le lien www.brodak.com.

Roy Andrassey et moi sommes passés ensemble au parcours de course, un certain dimanche d'avril. Nous avons sorti nos maquettes Quickie 500 afin de nous pratiquer. Celle de Roy était propulsée par le Nelson 40 standard (et légal du point de vue du district); la mienne était propulsée par le nouveau moteur de Jett Engineering pour catégorie Quickie. L'automne dernier, la Canadian Prairie Pylon Racing Association a voté de sorte à autoriser l'utilisation du moteur Jett pour une période d'un an afin de l'évaluer en situation de course. En fin d'année, nous examinerons les résultats des pilotes qui s'en sont servis. Leur classement et chronos seront comparés à ceux



The .40 size Quickie 500 motor from Jett Engineering. Shown is a nice clean installation on the front of a Quickie 500 racer. Note the remote needle valve assembly to keep fingers a safe distance from the propeller. Note also the handy captive fuel clip on the fuel feed line. When closed, the clip prevents fuel from siphoning into the motor prior to start. The Jett Motor sells for approximately \$250.00 USD. / Le moteur Quickie 500 de cylindrée .40 de Jett Engineering. On aperçoit une installation soignée sur un appareil. Notez la valve qui permet d'éloigner les doigts de l'hélice. Notez aussi la pince sur la conduite de carburant. Lorsqu'elle est resserrée, cette pince empêche le carburant de se rendre au moteur avant le démarrage. Ce moteur Jett se vend pour la somme d'environ 250,00 \$US.

maquette pour cette course, mais nous aimerions pouvoir jouir d'une plus grande variété de designs et de combinaisons de couleurs. Un troisième moteur a été approuvé pour cette catégorie de course. L'Arrowind 2820-07 se vend 75,00 \$ chez Brodak Manufacturing and Distributing à Carmichaels (Pennsylvanie). Vé-

des pilotes se servant du moteur Nelson. L'objectif, c'est de disposer de deux moteurs qui ont une puissance presque identique. Jusqu'à maintenant et d'après ce que j'ai observé des deux séances de pratique avec Roy, je crois que les deux moteurs offrent une vitesse de vol quasi-identique. Roy et moi avons piloté nos maquettes dans les parcours et l'une se retrouvait toujours au-dessus de l'autre. Nos avions étaient rarement séparés de plus de 50 ou de 100 pieds et cette distance ne s'accroissait pas, pas plus qu'elle ne diminuait. Je crois que les moteurs se classent ainsi à l'intérieur du principe de l'erreur de pilotage : si un pilote commet une erreur lors de l'un des 30 virages d'une course, cela constituera la différence entre la victoire ou la défaite. Le moteur Jett est doté d'une valve unique qui est montée sur le flanc de la maquette, derrière le moteur. Les doigts sont ainsi éloignés de l'hélice et l'installation de la conduite de carburant se

trouve aussi simplifiée. J'ai inclus une photo de l'installation du Jett sur mon Ninja de catégorie Quickie 500. Le moteur est offert avec un silencieux calibré qui est conçu de façon à faciliter les tours/minute du moteur à entre 17 500 et 18 000 tours/minute lorsqu'on y visse une hélice APC 8.75 X 7.75. ✈

Scale Aerobatics



Lee Prevost 9551
Chair
705-522-3550

Well, the weather is finally warming up and people are going flying, including me. It's a great time of the year as we gear up for the upcoming contest season. There are Scale Aerobatics contests in almost all the provinces and mini-contests starting in others which have never tried IMAC.

In the Atlantic provinces, they are using the IMAC routines without enforcing the requirement for a pilot or instrument panel in classes above basic and are not using or unknown routines.

While many of us purists believe in following the IMAC rules, I can understand that smaller communities might want to forego all the rules and just have a mini-competition. If it brings in new people to give aerobatics a try and improve their skills....go for it!

As the Scale Aerobatics Chairman, I believe the IMAC group has developed and are continuing to develop a competi-

tion standard that is world class, easy to follow, challenging and fun. Chris Hammond has his take on the matter in this letter:

“Speaking for Alberta, we gain a lot from being part of IMAC. All the committee work, website, rules, on-line training, sequences, unknowns every weekend, judging schools and the great relationship we have with folks at IMAC who can and do help us. If we go on our own, I think we will have a very different and likely less effective system. Even if MAAC wanted to do something different with Scale Aerobatics, we would likely still hold IMAC events out west.

“One other big thing with IMAC is it's very consistent. We can have three or four local contests and have folks who have never flown outside Alberta go down to the U.S. and know exactly what to expect. Having different rules and operations would make this more of a challenge.

“I could probably go on and on – there are many more good reasons to be part of it than there are reasons to do our own

thing.”

Chris hits the nail on the head here. We are closely tied into IMAC and have several Canadians in on the decision making process. Getting into all this fun is easy as at the Basic level, all you need is a plane that can do the simple routines and there are no unknowns to worry about.

I have held a mini one-day session that includes setting up people's planes and trying the Basic routine, which is easy and fun for people thinking of jumping in but don't know where to start. I encourage all IMAC pilots to try and host such days to foster an interest and show why this is such a fun and addictive part of the hobby.

Some good resources can be found at: peneloperc.com, mini-iac.org and atcanada.ca in the Scale Aerobatics forum

There is also a great IMAC app that is available for your iPad, iPhone or iPod touch so getting a look at the routines is just a tap away! Love technology! ✈

Copies volantes



Lee Prevost 9551
Président
705-522-3550

Eh bien, la météo se réchauffe enfin et les gens se dirigent vers les terrains de vol, y compris moi-même. C'est un bien bon temps de l'année pour se préparer à la prochaine saison de concours. Des concours d'acrobatie de copies volantes se déroulent dans presque toutes les provinces et des mini-concours sont coordonnés en d'autres lieux qui n'ont jamais encore tenté l'aventure de l'IMAC.

Dans les provinces de l'Atlantique, des organisateurs utilisent les routines IMAC sans pour autant exiger qu'une effigie de pilote ou qu'un tableau de bord se retrouvent dans le cockpit dans les catégories plus hautes que basic et les pilotes n'utilisent pas non plus les séquences inconnues.

Bien que la plupart de nous, les puristes, croyons beaucoup en la pertinence de suivre les règlements de l'IMAC, je peux parfaitement comprendre que les plus petites communautés veuillent se départir de quelques règlements dans l'es-

prit de n'organiser qu'une mini-compétition. Si cela amène de nouveaux pilotes qui tentent leur chance au sein du giron de l'acrobatie et que cela leur permet d'améliorer leurs aptitudes... allez-y!

À titre de président du Comité d'acrobatie de copies volantes, je crois que le groupe de l'IMAC a conçu et qu'il continue de développer une norme de compétition qui est de classe mondiale, qui est facile à suivre, qui offre sa part de défis et qui est amusante. Chris Hammond nous offre sa perspective là-dessus :

«Je parle uniquement de l'Alberta : nous retirons énormément d'avantage de faire partie de l'IMAC. Tout le travail de comité, du site Web, des règlements, de formation en ligne, de séquences, de séquences inconnues la fin de semaine, des ateliers de formation pour les juges et les rapports sensationnels que nous entretenons avec les gens de l'IMAC, tout cela fait en sorte qu'ils nous aident beaucoup. Si nous devons faire cavalier seul, je crois que le système serait non seulement différent, mais moins efficace. Même si le MAAC voulait faire quelque chose de différent relativement à la discipline de

l'acrobatie de copies volantes, il est fort probable qu'ici dans l'Ouest, nous organiserions tout de même des concours IMAC.

«L'autre facteur positif, c'est que l'IMAC est très rigoureux. Nous pouvons facilement organiser trois ou quatre concours et voir de nos pilotes qui n'ont pourtant participé à un concours à l'extérieur de l'Alberta se diriger aux États-Unis et savoir exactement à quoi s'attendre. Si nous utilisions des règlements différents et une autre façon de fonctionner, ce serait un défi de plus.

«Je pourrai continuer dans cette même veine -- mais les raisons d'appartenir à ce mouvement sont nombreuses, bien plus nombreuses que de faire sa petite affaire tout seul, pour ainsi dire.»

Chris a frappé dans le mille. Nous sommes liés de très près au mouvement IMAC et nous comptons de nombreux Canadiens qui participent au processus décisionnel. Il est facile de s'impliquer au sein de la catégorie Basic puisque tout ce dont vous avez besoin, c'est une maquette qui puisse accomplir les routines toutes

suite à la page 74

Website



Peter Schaffer 44429
Chair
807-468-7507 pschaffer@kmts.ca

This website report will focus on money transfers, specifically the use of digital money. There was once a time when money was thought of, or actually was a physical thing i.e. cattle, a string of shells, beaver pelts or printed pieces of paper with pictures of folks on one side and a building or artwork on the other side. Cheques and bank drafts were invented in order to reduce the operational issues of moving large amounts of paper money around. The cheque was a stand-in for physical printed bank notes or money.

The potential for fraud or theft is the major problem when cash and cheques are used. The cash could be counterfeited, the cheques forged, or the account that it is drawn on has insufficient funds to cover the transaction. There is always a small minority who tries to scam the

system. The number of cheques written each year is in steep decline. Digital money, or e-money, has virtually replaced traditional paper. Seventy percent plus, of the money transactions between MAAC members and MAAC are electronic.

People often worry about online credit card security. The real horror stories in the past, prior to the introduction of the card chip and pin number, occurred in places like restaurants where your card could be taken to another location to process the transaction. You, in effect, were giving them a blank cheque with your account number on it.

The first line of defence for online business is the use of encryption. Encryption refers to algorithmic schemes that encode plain text, the info that you typed into an online order form, into a non-readable form or cipher-text. The receiver of the encrypted text uses a "key" to decrypt the message, returning it to its original plain text form. All bank trans-

actions, ATM transactions, wireless card readers employ encryption.

MAAC's credit card security and verification of the cards validity is provided by a company called Eigen. Another company called Global Payments actually moves the money from the user's account to MAAC's account, after the authenticity of the card info has been established by Eigen.

In reality, these companies are processing an electronic cheque. Eigen is verifying the digital signature, and Global Payments provides the secure transfer of the beaver pelts. This secure, automated and seamless system of interconnected computers and programs, eliminates the handling of thousands of pieces of paper, in the MAAC office and at your financial institution.

Your feedback on the website is highly valued. What works, what doesn't, and what is missing? The contact information for the Website Chairman is listed in the front of our magazine. ✈

Le site Web



Peter Schaffer 44429
président
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Ce rapport traitera des transferts d'argent, plus précisément du recours à l'argent numérique. Jadis, l'argent était matériel : du bétail, un collier de coquillages, des peaux de castor ou même des billets en papier où l'on voyait des personnalités d'un côté et un édifice ou une oeuvre de l'autre. Les chèques et les traites bancaires ont été inventés afin de réduire les problématiques opérationnelles de manipuler de grosses quantités d'argent en papier. Le chèque remplaçait les billets de banque et autres types de monnaie.

Le problème auquel on se bute lorsqu'on se sert d'argent sonnait et de chèques, c'est le potentiel d'être victime de fraude ou de vol. L'argent pourrait être de faux billets, la signature sur les chèques pourrait être forgée ou encore, le compte ne possède pas suffisamment de fonds pour couvrir le montant de la transaction. Il y aura toujours une minorité de personnes qui tentent de déjouer le système. Le nombre de chèques qui sont écrits est en chute libre d'une année à

l'autre. L'argent numérique -- la transaction en ligne -- a pratiquement remplacé l'argent traditionnel en papier. Plus de 70 % des transactions entre les membres du MAAC et l'organisme sont électroniques.

Les gens s'inquiètent souvent de la sécurité entourant l'emploi en ligne d'une carte de crédit. Les histoires d'horreur du passé -- avant l'ère de la carte à puce et du numéro d'identification personnelle, le NIP -- se produisaient en des lieux comme les restaurants, où l'on transportait votre carte en un autre endroit afin de conclure la transaction. Dans les faits, vous offriez alors un chèque en blanc à la personne, ainsi que votre numéro de compte.

La première ligne de défense pour les entreprises qui brassent des affaires en ligne, c'est l'emploi du chiffrement (encryption). Le chiffrement fait référence à des séquences d'algorithmes qui codent du texte -- l'information que vous tapez dans les formulaires que vous complétez en ligne -- en une forme non lisible, c'est-à-dire en cryptogrammes. La personne qui reçoit du texte ainsi traité emploie alors une clé afin de décrypter le message afin de lui redonner la forme de texte.

Toutes les transactions bancaires, de guichet automatique et de lecteurs sans fil ont recours au chiffrement.

La sécurité et la vérification de la validité des cartes de crédit au MAAC sont assurées par une entreprise qui s'appelle Eigen. Une autre entreprise, Global Payments, transfère l'argent du compte de l'utilisateur jusqu'à celui du MAAC, après vérification de la carte de crédit par Eigen.

En réalité, ces entreprises traitent un chèque électronique. Eigen vérifie la signature numérique et Global Payments assure le transfert, en toute sécurité, des peaux de castor. Ce faisant, ce système interconnecté d'ordinateurs et de programmes, entièrement sécurisé et automatisé, élimine des milliers de pièces en papier, que ce soit au siège du MAAC ou à votre institution bancaire.

Nous accordons beaucoup d'importance à vos commentaires relativement au site Web. Qu'est-ce qui fonctionne? Qu'est-ce qui ne fonctionne pas? Que manque-t-il? Les coordonnées du président du Comité se trouvent à l'avant de notre revue Model Aviation Canada. ✈

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Calendar of Events



A LISTING OF MAAC SANCTIONED EVENTS

To have your event placed here, an event form must be filled out and forwarded to your Zone Director for approval.

Please specify on the form EXACTLY what you wish to appear in the magazine. The club's registration for the current year must be paid for any events to be listed. Contact the office if you have any questions regarding the content of your listing. / Si vous désirez que votre épreuve soit publiée ici, veuillez remplir un formulaire d'autorisation pour compétition et le faire signer et approuver par le Directeur de Zone. Le tout doit être soumis trois (3) mois à l'avance. Le paiement pour l'enregistrement du club de l'année courante est requis pour faire publier les épreuves. Pour de plus amples informations, veuillez contacter le bureau.

ALBERTA - A

July 1, 2011 | 1 Day | Didsbury R/C Fun Flyers | Fun Fly | Main Club Field | DIDSBURY R/C FUN FLYERS | Roger Hall | (403) 507-2404 | hallrd@telusplanet.net | July 1st, 2011 Fun Fly sponsored by the Didsbury R/C Fun Flyers. Starts at 10:00 am and all flyers are welcome! Camping and concession available. Contact Roger Hall at (403) 507-2404 or our club website: www.drcff.net | 2011-176

July 1, 2011 | 3 Days | Alberta's Littlest Airport Annual July 1st Fun Fly | Fun Fly | Alberta's Littlest Airport | CAMROSE MODELERS ASSOCIATION | Phyllis Blackwell | 780-373-3953 | Alberta's Littlest Airport Annual July 1st Fun Fly. July 1-3. Pilot Registration \$10.00. Camping \$20.00 Potluck Supper Saturday night. From Camrose, drive approximately 22 km east on Hwy 13 (From the east, its a few km west of Bawlf). Turn south on 'Kelsey Road' (there's also a sign for Alberta's Littlest Airport). Drive approx. 4 km south to the field entrance (at the Alberta's Littlest Airport sign) on the west (right) side of the road. | 2011-83

July 9, 2011 | 1 Day | 7th Annual Electric Fun Fly Day | Fun Fly | Kelly Field | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Don Furminger | (780) 946-6773 | furmifyrc@shaw.ca | Meridian Model Flyers Association's 7th Annual Electric Fun Fly for fixed wings on July 9th, 2011 from 10:00 am until 4:00 pm. Limbo - Speed Event, lots of fun flying. There will be refreshments from the Club's gourmet burger Chef at the Kelly Field on Golf Course Road, RR #2 in Stony Plain. For more information, contact Don Furminger: furmifyrc@shaw.ca See you there! | 2011-331

July 16, 2011 | 2 Days | Edmonton Eye Opener IMAC | Competition | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Chris Hammond | 780 444 3619 | rcjetguy@telus.net | Edmonton Eye Opener IMAC Scale Aerobatics Contest hosted by ERCS at the incredible new Bremner field. For more info contact Chris Hammond rcjetguy@telus.net or check out www.mini-iac.com Bremner Field, 23154 township road 540, Sherwood Park AB. Check ercs.ab.ca for maps. All classes except freestyle. Note that there are not likely to be any pilots in Advanced or Unlimited. Field has two 800'x200' runways and a float fly lake. The flight area is perfect for competitions with no obstructions, trees ect and excellent judging visibility. Advanced and Unlimited will fly the alternate sequences to reduce the flight area and sound footprint. Field has a sound rule of 96dba at 25 ft on the ground and sound measuring rules at the property boundary. Measur-

ing devices will be installed at the property boundary. Pilots are advised to keep airplanes as quiet as possible. If you are flying large 35% - 40% aircraft canister mufflers and a 3 blade (or very good 2-blade throttle management) will likely be required to keep within noise limits. Camping is available and there is ample room but limited spaces. Please contact Chris Hammond to reserve a camping spot. \$40 for non IMAC members, \$30 for IMAC members Trophies will be limited this year with the majority of the landing fees going to the club and to IMAC. | 2011-414

July 16, 2011 | 2 Days | Old Farts Fun Fly | Fun Fly | Main Club Field | CENTRAL ALBERTA RADIO FUN FLYERS | Eraldo Pomare | 403-343-2072 | pomare@telusplanet.net | Enjoy a weekend of competitive Fun Fly events interspersed with Open Flying sessions at the CARFF field. Range of events suitable for a many skill levels. Prizes, free BBQs, no entry fees. Self contained camping. Registration 08:00-10:00 with first event at 10:00 AM each day. Info: call/email: Eraldo at 403-343-2072, pomare@telusplanet.net | 2011-391

July 16, 2011 | 1 Day | No Name | Fun Fly | Main Club Field | WINDY WEST R.C. CLUB | Bill Griffith | wgriff@shaw.ca | No Name Fun Fly Bring your own food, BBQ available No Fees | 2011-185

July 22, 2011 | 3 Days | MOFFA-Mostly Old Float flyers Association | Fun Fly | Paddle River Dam Reservoir | MOSTLY OLD FLOAT FLYERS ASSOCIATION | Doug Shaver | 780-622-1012 | skyventures@hotmail.com | MOFFA-Mostly Old Float flyers Association Fun Float Fly. Go north from Edmonton AB. on 43 Hwy. to Rochfort Bridge, Ab. and go 4 kilometers south to the Paddle River Dam Reservoir and follow the yellow signs. Contact: Doug Shaver 780-622-1012, e-mail skyventures@hotmail.com Peter Cary 780-486-2278, e-mail petercflyer@shaw.ca | 2011-202

July 23, 2011 | 1 Day | Combat over CRAMS | Competition | Main Club Field | CALGARY RADIO AEROMODELLERS SOCIETY | Paul Crowley | (403) 826-1463 | p.crowley@shaw.ca | Nothing beats a day in the combat arena so join us for carnage over CRAMS as a pilot, spotter or spectator. Must have MAAC insurance if a pilot and hard hats will be required. CRAMS will supply Hardhats but bring your own if you like. Event open style for aircraft with maximum engine size of 0.25 cubic inch ball bearing or 600W electric. Pilot briefing and registration 10:30 , combat start 11:00 | 2011-431

July 23, 2011 | 2 Days | CMPRA Q500/Q40 Annual Pylon Race | Competition | Main

Club Field | CALGARY MINIATURE PYLON RACING ASSOCIATION | Randy Smith | 403-547-1086 | pylon.guy@shaw.ca | CMPRA (Calgary Miniature Pylon Racing Association) hosting annual summer pylon (gas) racing event. Saturday is Q500, Sunday is Q40. Entry fee is 50 per event. Prizes awarded for 1,2,3 place & fast time. CPPRA points & rules apply. | 2011-379

July 30, 2011 | 2 Days | Western Canadian Pattern Championships | Competition | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Alan Wesley | 780-456-9359 | wesleya@macewan.ca | WCPC 2011 will be held at the ERCS Bremner Field. There will be a Sportsman event run on Saturday and another Sportsman event run on Sunday, with a \$10.00 entry fee for each event. There is self contained camping on-site and a concession during the day will be provided. Enjoy the WCPC challenge and ERCS fine hospitality. For additional info please contact Alan Wesley 780-456-9359 or Dave McGowan 780-960-2178. "Come Fly The Line" | 2011-181

August 5, 2011 | 3 Days | Tofield Minature Aircraft Association Funfly | Fun Fly | Tofield Airport | Tofield Minature Aircraft Association | Len Kreiser | (780)467-1623 | f082@fountaintire.com | TOFIELD MINIA-TURE AIRCRAFT FUNFLY: Aug. 5, 6 & 7th . Located at the Town of Tofield Airport, 30 minutes East of Edmonton on Highway 14. Airport closed to full scale traffic for a fun weekend of model aircraft flying. Open to all MAAC members. Open to the public. All types of models are welcome, no landing fee. Concession available. Barbeque Saturday evening. Camping and charging facilities are available on site. For more information; Len Kreiser @ (780)467-6943 or f082@fountaintire.com. Bruce Bender @ (780)473-3719 or bwbender@shaw.ca. | 2011-46

August 6, 2011 | 2 Days | 9th Annual Fun Fly | Fun Fly | Main Club Field | VALLEY MODEL AERONAUTICS CLUB | Brian Tucker | 780-898-1870 | Valley Model Aeronautics 9th Annual Fun Fly August 6 & 7, 2011, 10:00 am til dusk. Free admission - camping available (no hookups)Location - 11 Kilometers North of Drayton Valley on Highway #22 - on East side of Highway.Potluck Supper on Saturday night. For more information please contact Ken @ 780-898-9195(kmashon@telusplanet.net) or Brian Tucker @ 780-898-1870 | 2011-361

August 13, 2011 | 1 Day | Edmonton RC Society Annual Airshow | Air Show/Demo | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Dery Kartz | (780) 472-8215 | derylkartz@shaw.ca | On August 13, 2011

Calendar of Events



you are invited to the Edmonton Radio Control Society Annual Airshow. Fun Fly and test at 9:00 am to 12:30 pm. Show from 13:00 to 15:00 hrs. Flying and static display at the new Bremner Field. Must have MAAC insurance. Advertised to the public as a Food Bank project for admission. A food concession will be onsite. Limited over night RV parking and camping. The Fun Fly time is open to anyone on a ready to fly basis. The Airshow is preset with flyers doing specific routines. For more information, Contact Deryl Kartz at (780) 472-8215 or derylkartz@shaw.ca | 2011-422

August 19, 2011 | 3 Days | Taber Cornfest Fun Fly | Fun Fly | Main Club Field | NIGHT HAWK R/C FLYING CLUB | David Johansen | 403-795-2527 | johansen.dave@gmail.com | Taber's Annual Corn-Fest Fun Fly. Expanded to a 3 day event. No service camping available at flying field, full service camping available 1 mile away at Taber MD Park. (Fee required at MD Park) Friday 3 - Dark Saturday 9 - Dark Sunday 9 - Dark General fun flying with flying games and combat to add excitement. Door prizes for pilots and raffle draw. Saturday lunch, snacks and beverages on site. | 2011-205

August 20, 2011 | 2 Days | Corn Roast and Fun Fly | Fun Fly | Alberta's Littlest Airport | CAMROSE MODELERS ASSOCIATION | Frank Blonke | 780-672-7692 | blonke2@yahoo.ca | Camrose Modellers Association Annual Corn Roast and Fun Fly. August 20-21 Pilot Registration \$10.00 From Camrose, drive approximately 22 km east on Hwy 13 (From the east, its a few km west of Bawlf). Turn south on 'Kelsey Road' (there's also a sign for Alberta's Littlest Airport). Drive approx. 4 km south to the field entrance (at the Alberta's Littlest Airport sign) on the west (right) side of the road. | 2011-84

August 27, 2011 | 2 Days | Stampede City Pattern Contest | Competition | Main Club Field | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Chad Northeast | 403-257-9867 | chad@f3canada.org | Please join us for a 2011 Canadian Pattern Contest in Calgary. All classes will be flown with prizes to third place in each class. FAI will fly both the P-11 and F-11 schedules following a World Championships semi-finals format. Coffee and snacks as well as lunch will be served to the pilots on both days, an evening banquet will be planned for Saturday night. Basic camping is allowed on site. For further information or to register please contact either of the Contest Directors Chad Northeast - 403-257-9867 Nedim Bek - 403-891-8743 For further information please visit the Pattern West website at <http://members.shaw.ca/patternwest-news/> | 2011-10

September 9, 2011 | 3 Days | T&T Fun Fly | Fun Fly | Main Club Field | EDMONTON R/C HELICOPTER ASSOCIATION | Mark Richens | 780-481-8037 | mkrichens@telus.net | September 9 10 11 The Edmonton Radio Control Helicopter Association host their year end wrap up T&T Fun Fly. This is

a great way to wrap up a season of Heli flying. casual atmosphere, lots of flying time and the usual great group of people. Mark this one down as a must do before the snow comes back. On site dry camping and 110 power on site for charging. For more information please visit our web site www.ercha.ca or email Mark at mkrichens@telus.net | 2011-355

September 10, 2011 | 2 Days | Alberta IMAC Provincials | Competition | Main Club Field | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Brent Bullen | 4035409865 | bullenb@shaw.ca | Alberta IMAC Provincial Finals Hosted by the Stampede City Radio Control Model Club September 10,11 2011 Cap off a great Alberta IMAC (Scale Aerobatics) season with us. All classes will be flown Pilots Meeting 8:30am Sound testing at CD's discretion (cans and 3-blades recommended 150cc and larger) Dry camping available on-site Daily BBQ on-site, free to all pilots Pilot Draws for registered pilots \$20 contest fee; free for first time Basic Pilots | 2011-9

September 10, 2011 | 2 Days | 2nd Annual CRAMS Heli Fun Fly, September 10 & 11, Calgary, Alberta | Fun Fly | Main Club Field | CALGARY RADIO AEROMODELLERS SOCIETY | Blair Hill | | cramsheli@hotmail.com | Come and joins us for our 2nd Annual CRAMS Heli Fun Fly. This two day heli only event will include a bbq beef dinner on Saturday night (\$15.00 per person), a 50/50 draw, pilot prize draws and a lot of flying! Please visit <http://www.calgaryhelifunfly.com> for more information and event updates. | 2011-343

September 10, 2011 | 1 Day | Fall Float Fly | Fun Fly | Park Lake | WINDY WEST R.C. CLUB | Bill Griffith | | wgriff@shaw.ca | Fall Float Fly at Park Lake Bring your own food | 2011-190

September 10, 2011 | 2 Days | Fall Water Fun Fly | Fun Fly | Perry Pond, Rocky Mountain House, AB | Rocky Barnstormers R/C Club | Peter Dyck | 403-845-6271 | pwydck@shaw.ca | Sept 10-2 day Fall Water Fun Fly-Rocky Barnstormers RC Club Sept 10 and 11 at Perry Pond. Travelling 8.2 km north on Hwy 22 from Hwy 11, then turn left onto TWP-RD 40-5 and travel west 1.6 km to RR 7-4 turning rt. going 0.8 km and turn left following the entrance road to the trailer park area on the SW corner of the pond. (Follow the signs from Hwy 22)Self contained camping \$25.00 for the weekend. Non-camping fliers \$5.00 for the weekend. Concession on site with burgers, pop, coffee, and chips. Evening campfires-bring your guitars and lawn chairs. Contact Peter-403-845-6271, Ray- 403-845-5289, George-403-845-2293 | 2011-41

September 10, 2011 | 2 Days | F5D Team Trials for 2012 | Team Trials | Main Club Field | CALGARY MINIATURE PYLON RACING ASSOCIATION | Randy Smith | 403 547-1086 | pylon.guy@shaw.ca | 2012 F5D Electric RC Pylon Team Trials The qualification trials for the 2012 Electric RC Pylon World Championships will be held in Calgary,

Alberta at the Indus flying field, home of the Calgary Miniature Pylon Racing Association; www.cmpira.com Date: September 10,11 /2011 Contact Person: Delbert Godon: 403-815-2374; email: ddgodon@telus.net Contest Director: Randy Smith: 403-547-1086; email: pylon.guy@shaw.ca All participants intending to qualify for the 2012 Canadian F5D RC Pylon team please submit your intention to compete and an entry fee of \$50.00 to Delbert Godon by August 15, 2011. Qualification guidelines as per MAAC RC Pylon Committee in effect. Any questions or concerns, please contact Delbert Godon or Randy Smith. MAAC membership required | 2011-409

September 11, 2011 | 1 Day | ERCS Electric Fun Fly | Fun Fly | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | David Corscadden | 780-478-0650 | dnac@shaw.ca | The Edmonton Radio Control Society invites you out to our Electric Fun Fly. This is a laid back day of flying electric aircraft, EDF's, gliders, sport planes anything goes...as long as its electric! We also have a pond for float flying so bring them out! The event starts at 10 AM and goes till 4PM at the ERCS Bremner Field. For more info check out ercs.ab.ca. | 2011-335

September 16, 2011 | 3 Days | MOFFA-Mostly Old Float Flyers Association Fun Fly at Clear Lake | Fun Fly | Clear Lake Park | MOSTLY OLD FLOAT FLYERS ASSOCIATION | Doug Shaver | 780-622-1012 | skyventures@hotmail.com | MOFFA-Mostly Old Float Flyers Association, Fun fly at Clear Lake Park Approx. 40 minutes north west of Barrhead AB., north of Tiger Lily. Follow the yellow signs. Contact: Doug Shaver, 780-622-1012, e-mail skyventures@hotmail.com Peter Cary, 780-486-2278, e-mail petercflyer@shaw.ca Note: This event location could be relocated if lake water level is too low. The event would then be held at the Paddle River Dam Reservoir. | 2011-203

September 18, 2011 | 1 Day | ERCS Fall Combat | Fun Fly | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Darrell Shivak | 780-237-7382 | darel@sshaw.ca | The most fun you can have with an RC plane be a pilot or a helper or a spectator. Must have MAAC insurance if you are a pilot and wear a hard hat(supplied) if you are beyond the spectator fence. The Maximum engine size for this event is .25 cubic inch Ball Bearing. 'Electrics 600W max Contact Darrell Shivak darel@sshaw.ca 780-455-7000 | 2011-66

October 1, 2011 | 2 Days | Fall Fun Fly | Fun Fly | Barnstormer's Airport, Rocky Mountain House | Rocky Barnstormers R/C Club | Peter Dyck | 403-845-6271 | pwydck@shaw.ca | Oct 1-2 day Rocky Barnstormers Fall Fun Fly october 1 and 2 at the Club flying feild south of town. Pot luck supper on Saturday night. Contact Peter-403-845-6271, Ray-403-845-5289, and George - 403-845-2293 | 2011-42

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October 10, 2011 | 1 Day | Informal Fun Fly | Fun Fly | Main Club Field | WINDY WEST R.C. CLUB | Bill Griffith | | wgriff@shaw.ca | Informal FunFly at main field Bring your own food | 2011-191

October 15, 2011 | 1 Day | Annual Auction - Didsbury RC Fun Flyers | Swap Shop | Olds College Alumni Centre | DIDSBURY R/C FUN FLYERS | Roger Hall | (403) 507-2404 | hallrd@telusplanet.net | October 15, 2011 the Didsbury RC Fun Flyers will be holding their Annual Auction at the Olds College Alumni Centre, Old, Ab. Doors open at 10:00 am Auction starts at 12:00 noon. Prizes and concession. For more information, visit www.drccff.net or call Roger at (403) 507-2404 | 2011-177

November 13, 2011 | 1 Day | Indoor Fun Fly | Fun Fly | Penhold Multi Centre | CENTRAL ALBERTA RADIO FUN FLYERS | Erolto Pomare | (403) 343-2072 | pomare@telusplanet.net | Come out and enjoy a Sunday afternoon of indoor fun flying. | 2011-216

November 27, 2011 | 1 Day | Indoor Fun Fly | Fun Fly | Penhold Multipurpose centre | CENTRAL ALBERTA RADIO FUN FLYERS | Erolto Pomare | (403) 343-2072 | pomare@telusplanet.net | Come out and enjoy a Sunday afternoon of indoor fun flying | 2011-217

December 11, 2011 | 1 Day | Indoor Fun Fly | Fun Fly | Penhold Multipurpose Centre | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | 403-347-1363 | rgmccoy@shaw.ca | Come out and enjoy a Sunday Afternoon of indoor fun flying . | 2011-218

January 1, 2012 | 1 Day | Polar Fun Fly - 26th Annual | Fun Fly | Barnstormers Flying Feild | Rocky Barnstormers R/C Club | Peter Dyck | 403-845-6271 | pwydyck@shaw.ca | January 1, 2012-1 day FUN FLY- 26TH Annual Polar Fun Fly at the Barnstormers Flying feild south of town. Noon to 4 pm. Weather matters not. Contact Peter-403-845-6271, Ray-403-845-5289, and George-403-845-2293 | 2012-2

January 15, 2012 | 1 Day | Indoor Fun Fly | Fun Fly | Penhold Multipurpose Centre | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | 403-347-1363 | rgmccoy@shaw.ca | Come out and enjoy a Sunday afternoon of indoor fun flying. | 2012-4

January 29, 2012 | 1 Day | Indoor Fun Fly | Fun Fly | Penhold Multipurpose Centre | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | 403-347-1383 | rgmccoy@shaw.ca | Come out and enjoy a Sunday afternoon of Indoor Fun Flying. | 2012-5

February 12, 2012 | 1 Day | Indoor Fun Fly | Fun Fly | Penhold Multipurpose Centre | CENTRAL ALBERTA RADIO FUN FLYERS | Wayne Hutmacher | 403-342-2801 | whutmacher@shaw.ca | Come out and enjoy a Sunday afternoon of Indoor Fun Flying | 2012-6

February 26, 2012 | 1 Day | Indoor Fn Flying | Fun Fly | Penhold Multipurpose Centre |

CENTRAL ALBERTA RADIO FUN FLYERS | Wayne Hutmacher | 03-342-2801 | whutmacher@shaw.ca | Come out and enjoy a Sunday afternoon of fun flying. | 2012-7

ATLANTIC - B

July 2, 2011 | 2 Days | Warbirds over the Atlantic | Fun Fly | Main Club Field | MINIATURE AIRCRAFT SOCIETY OF TRURO | Regis Landry | 506 727 5225 | regisl@nb-net.nb.ca | The first edition of the Warbirds Over The Atlantic will be held at the Miniature Aircraft Society of Truro (MAST) field July 2 & 3 2011. This event will include any prop driven airplanes built up to and prior to Dec 31/1945 Just bring your airplanes and fly, no contest. Canteen available on site. I will keep you updated of any changes. | 2011-231

July 10 | 1 Day | Float Fly at Miller's Pond | Fun Fly | Roberts House | ST JOHNS R/C FLYERS | David Bartlett | davidbartlett@gmail.com | Fun Fly at millers pond. Bring your RC float planes and even your RC boat if you want. Hope to see you there. | 2011-454

July 16, 2011 | 1 Day | 5th Annual Scale Aerobatics and Fun Fly | Competition | Main Club Field | BAY ST GEORGE FLYERS | Mike Mercer | 709-643-3175 | michaelmercer@nf.sympatico.ca | 5th Annual Scale Aerobatics Competition that we are hosting. Everyone is welcome. The rain day is July 17/11. When the competition flying is completed, the day will morph into a free BBQ for all contestants and their guests and a fun-fly. Please call Chris or Mike to advise us if you will attend. | 2011-417

July 16, 2011 | 2 Days | 4th Annual Atlantic Scale Aerobatics Challenge | Competition | Main Club Field | MINIATURE AIRCRAFT SOCIETY OF TRURO | Mark Ramsay | 506 750 1234 | | July 16th and 17th. Once again taking place at the MAST field in Truro, (<http://www3.ns.sympatico.ca/mast>) this 2 day scale aerobatic contest will be built upon last year's event. As always, we welcome any and all pilots who want to come out and have a good time especially those who have never flown scale aerobatics before. The basic class is the perfect no-stress opportunity to have fun and get started in scale aerobatics. As always, any aircraft is eligible for basic even your trainer! All classes from Basic to Unlimited will be flown. Registration fee will be 10\$ to help cover costs. Pilots must be at the field by 8:00 am and ready to fly at 9:00 am. A BBQ will be up and running for both days for any who are interested. Sound testing as per the 2009-2010 scale aerobatics competition regulations will be followed at CD's discretion. Proof of MAAC or AMA membership is required no exceptions. For more information, please email Mark at marcramsay@hotmail.com | 2011-195

July 18 | 1 Day | Bell Island Funfly | Fun Fly | Bell Island Airstrip | ST JOHNS R/C FLYERS | David Bartlett | davidbartlett@gmail.com | Annual Bell Island Funfly. Dust off those planes for a good day of fun and flying

at the Bell Island funfly. | 2011-455

July 23, 2011 | 1 Day | Annual Fun Fly | Fun Fly | Main Club Field | SOUTH SHORE RADIO CONTROL FLYING CLUB | Andreas Ritter | (902) 275-2286 | aritter@eastlink.ca | South Shore RC Flying Club Annual Fun Fly. Starts 9:00am at our Big Lots Flying Field. BBQ Lunch and refreshments. All welcome, Electric, Gas, Nitro or Helis. Enjoy the South Shore Hospitality and have a great day Flying. Event will be held rain or shine no cancelation this year. | 2011-359

July 30, 2011 | 2 Days | Fun Fly 2011 | Fun Fly | Gander Airport | SCREAMING EAGLES R/C FLYING CLUB | Marc French | 709-424-6002 | mfrench@nf.sympatico.ca | The Screaming Eagles R/C Flying Club 23rd Annual Fun Fly 2011. At the Gander International Airport July 29,30, and 31st. Meet and greet on July 29 and Fly all day July 30 & 31. This year's event will be part of Gander's Festival of Flight, so there will be lots of other activities around town. Don't miss it, Contact Marc French at mfrench@nf.sympatico.ca or call 709-424-6002 | 2011-439

August 6, 2011 | Annual Fun Fly | Fun Fly | 1 Day | Main Club Field | APPLE VALLEY FLYERS | Michael Eisnor | | m.eisnor@ns.sympatico.ca | The Apple Valley Flyers annual fun fly will be held on Saturday August 6 (rain date Saturday August 13), at our grass field located near Berwick from 10:00 a.m. to 3:00 p.m., there will be a \$5.00 pilot registration fee and lunch will be available. The flying field is located on Long Point Road between Berwick and Aylesford. Driving along Highway #1 proceed 4.5 km. past Commercial Street in Berwick towards Aylesford, turn right onto Long Point Road. The flying field is located 1.5 km. along Long Point Road on the left-hand side. | 2011-442

August 7, 2011 | 1 Day | Avon rc fun fly | Fun Fly | Main Club Field | AVON RC FLYERS | Allan Murphy | 1-902-798-1504 | murf@eastlink.ca | Avon RC Flyers Fun Fly Avon RC Flyers is holding their annual fun fly on August 6 2011 at 9:00 am (weather permitting) Rain date will be the following day Sunday 7th. All are welcome to come and fly. There will be a barbaque of hot dogs and Hamburgers, pop and water. No admission required, However a donation toward the barbaque would be appreciated. Pilots MUST hold a current Maac card and will be asked to provide it. Hope to see alot of faces there. | 2011-322

August 13, 2011 | 2 Days | Scale Aerobatic Contest | Competition | Main Club Field | WESTMORLAND AEROMODELERS CLUB | Mark Ramsay | | marcramsay@hotmail.com | Event details: Replace the old with this: This 2 day contest will be the first Scale Aerobatic contest in Havelock. We encourage all pilots who want to come out and have a good time...especially those who have never flown scale aerobatics before. The basic class is the perfect no-stress opportunity to have fun and get started in scale aerobatics. All

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classes will be flown. Pilots must be at the field by 8:00 am and ready to fly at 9:00 am. Alternates for Advanced and Unlimited will be flown. Proof of MAAC or AMA membership is required: no exceptions. Registration will be 5\$ to help cover costs. For more info contact Mark Ramsay at marcramsay@hotmail.com | 2011-196

August 13, 2011 | 1 Day | Club Float Fly | Fun Fly | Bellisle Creek, Hatfield Point | SAINT JOHN MODEL FLYING CLUB | Ian Clark | 506-485-2106 | ianclark@hotmail.ca | Come join the members of the Saint John Model Flying Club on Saturday 13 August, for a fun day of flying on the Bellisle Creek at the residence of Ian Clark. The rain date for this event will be Sunday 14 August 2011 | 2011-385

August 20 | 1 Day | Signal Hobbies Funfly | Fun Fly | Bell Island Airstrip | ST JOHNS R/C FLYERS | David Bartlett | davidbartlett@gmail.com | ignal Hobbies fun fly on Bell Island (August 21-Rain Day) This event takes place at the Bell Island Air Strip. Prizes will be awarded. Please bring a registration Fee of \$5.00 all are welcome. | 2011-456

August 26, 2011 | Atlantic Canada International Air Show | Display | 3 Days | Summerside Airport (CYSU) | CHARLOTTETOWN RC FLYING CLUB, INC. | Gary Stephen | 1-902-569-6286 | gary@greathobbies.com | Static display at Slemon Park during the full size airshow near Summerside PE. For more information please contact Gary Stephen at Great Hobbies. | 2011-451

August 26, 2011 | 3 Days | Eastern Canada Fun-Fly | Fun Fly | AEROPORT D'EDMUNDSTON | LES AILES DU MADAWASKA | Paul Belzile | 506 739-5894 | paulbelzile@rogers.com | 26-27-28 Aout Le club Les Ailes du Madawaska tiendront leur magnifique "FUN-FLY de l'EST du Canada", les 26-27-28 Août a l'Aéroport Municipal d'Edmundston, un endroit de rêve pour une rencontre entre modélistes, Avions Jets, Hélicoptères tous sont les bienvenues. Vol libre le vendredi 26, Fun-Fly ouvert au publique les 27-28, cantine, hangar pour la nuit (avec électricité), prix de présence. Campings sur le terrain (sans service), camping provincial et motels a moins de 10 km. Aussi pour la famille piste cyclable www.petit-temis.com et les magnifiques Jardins Botaniques du Nouveau Brunswick www.jardinbotaniqueb.com L'aéroport est situé a la frontière Québec/Nouveau Brunswick sur l'autoroute #2 (Trans-Canadienne) Pour information : Paul Belzile 506 739-5894 paulbelzile@rogers.com ou Marc Morel 506 739-9737 mmorel@bellaliant.net ou www.lesailles-madawaska.com . August 26-27-28 "Les Ailes du Madawaska" will be hosting the "Eastern Canada Fun Fly" on August 26-27-28 at the Edmundston municipal airport, the perfect meeting place for pilots, Airplanes, Jets, Helicopters are all welcome. Free flying on Friday 26, Fun-Fly open to the public 27-28, concession, hangar for night storage (with electricity), pilot's draws. Camping on site

(no hook-up), Motels and provincial camping at less than 10 km. Also for the family, cycling trail www.petit-temis.com and New Brunswick Botanical Gardens www.jardinbotaniqueb.com. The airport is located on the Trans-Canada highway #2 at the Quebec/New Brunswick border. For more information Paul Belzile 506 739-5894 paulbelzile@rogers.com or Marc Morel 506 739-9737 mmorel@bellaliant.net or www.lesailles-madawaska.com . | 2011-294

August 27 | 1 Day | Quidi Vidi Demo/Floatfly | Fun Fly | Quidi Vidi Lake | ST JOHNS R/C FLYERS | David Bartlett | davidbartlett@gmail.com | Float Fly at Quidi Vidi (August 28 rain day) On Quidi Vidi next to the band stand. Public Welcome. | 2011-457

September 10 | 1 Day | Harbour grace Fun-fly | Fun Fly | Harbour Grace Airstrip | ST JOHNS R/C FLYERS | David Bartlett | davidbartlett@gmail.com | Fun Fly at Harbour Grace (September 11-Rain Day) Registration Fee of \$5.00 all are welcome. | 2011-458

September 10, 2011 | 1 Day | Club Fun Fly | Fun Fly | Main Club Field | SAINT JOHN MODEL FLYING CLUB | Ian Clark | 506-485-2106 | ianclark@hotmail.ca | Come and join the members of the Saint John Model Flying Club on Saturday, 10 September 2011 at our primary flying field located at the old Spruce Lake landfill site, near Lorneville, NB. The rain date for this event will be Sunday, 11 September 2011. | 2011-386

October 1, 2011 | 2 Days | Helis East | Fun Fly | Main Club Field | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Jeremy Dann | 902-678-9657 | dann@xcountry.tv | Helis East fun-fly for Helicopter flyers in the Maritimes. This is the first event of its type for many years in the area and is dedicated to the memory of RC flyers and model aviation pioneers who are no longer with us. The event will be held in Conjunction with the Wings of Wellington Oktoberfest funfly. Participants are welcome to participate in both events for the cost of one general admission. Airspace separation procedures will be in place to ensure a safe and enjoyable event for all. Mark your Calendars! More Details to follow! | 2011-321

October 1, 2011 | 2 Days | Oktoberfest Fun Fly and helis East | Fun Fly | Main Club Field | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Daniel Spencer | 902-678-5686 | flyerp39@yahoo.ca | Once again The Wings of Wellington RC Club is Proud to announce that we will be holding our annual Oktoberfest fall fun fly And to be held in conjunction with the Helli's East fun fly. Come out for 2 Days of Fun, great Food, Flying and fellowship. This is considered to be one of the last Fun Fly's of the season and is now become a 2 day event with separate flight lines IE. airplanes And Helli's So come on out and enjoy a great time. event Date is October 1st and 2nd with the rain dates on October 8th and 9th and MAAC card will be requested At registration. If you have any questions do not

hesitate to contact me. And please Check for updates on our website <http://www.wingsofwellington.org/Comments.html> we Hope to see you there. Helli's East fun-fly for Helicopter flyers in the Maritimes. This is the first event of its type for many years in the area and is dedicated to the memory of RC flyers and model aviation pioneers who are no longer with us. The event will be held in Conjunction with the Wings of Wellington Oktoberfest fun fly. Participants are welcome to participate in both events for the cost of one general admission. Airspace separation procedures will be in place to ensure a safe and enjoyable event for all. Mark your Calendars! More Details to follow! | 2011-281

BRITISH COLUMBIA - C

July 15, 2011 | 3 Days | British Columbia Scale Classic | Competition | Vernon RC Aeromodelers' - Swan Lake Field | Vernon RC Aeromodelers | Mike Allman | 250-558-0758 | mike.rc.allman@gmail.com | British Columbia Scale Classic- 7th Annual British Columbia Scale Classic-VRCAS - event will be held July 15th, 16th & 17th, 2011. Friday night "Hangar Party" and Saturday night "Pot Luck Supper" is Planned. Dry camping at the VRCAS field -10Kms north of Vernon on L&A Cross Rd off Hwy 97 (Stepping Stones) or 97A (North of Swan Lake). You can't miss it! GPS +50-∞ 20' 47.08', -119-∞ 15' 8.07' The event is for beginners through to advanced. Static Judging and Safety Inspections Friday 1:00PM to 5:30PM. Saturday and Sunday Pilots meeting - 8:30AM & Gear up- 9:00AM. 4 - 6 rounds. \$30.00 dollar entry fee per model. Pre-registration encouraged! 5 Scale Categories: Fun (Novice and Experienced), Open and Advanced (ARF's allowed)-Team and Expert. 5 mandatory manoeuvres; Take-Off, Straight Flight Through, Figure Eight, Landing & Realism plus 5 optional manoeuvres that YOU pick. Awards for the top 3 in each category. Pilots Choice award, Pilot Prizes & 50-50 draws More information: Roly Worsfold Ph: 250-374-4405 or e-mail: rolydd@telus.net Mike Allman Ph: 250-558-0758 Websites: website <http://www.vrcas.org> or <http://www.highcountryflyers.homestead.com> | 2011-67

July 23, 2011 | 1 Day | Christmas in July | Air Show/Demo | Armstrong IPE Grounds | VERNON R/C AEROMODELLERS | Steve Hughes | 250-546-0612 | maaczonec@telus.net | Christmas in July- July 23rd 2011 The Vernon R/C Aeromodelers, MAAC, The Armstrong Parks and Rec, The Armstrong Boys and Girls Club, The Air Cadets Red Lion Squadron 223 and the City of Armstrong are hosting the first Miniature Airshow at the Armstrong IPE Fair grounds. All proceeds will be going directly to the Armstrong/Spall Food Bank. Contact Steve Hughes 250-546-0612 email maaczonec@telus.net | 2011-330

July 29, 2011 | 4 Days | TO SINK IT | Fun Fly | Main Club Field | BULKLEY VALLEY R/C FLYERS | Dave Hopper | davern@telus.net

Calendar of Events



- net | July 29th 2011- Fun Fly- To SINK IT- This event is a float fly on Burns Lake, from a beautiful park like setting on private property. There is dry camping with a pot luck supper Saturday night. Dogs are welcome, on a leash, if you clean up after them. Guests start arriving on the Friday, and often get in a few more flights on Monday morning before they depart. The friendship and support of like minded pilots is a highlight of the event. Contact Dave Hopper at 250-692-2025 or davern@telus.net | 2011-92
- July 30, 2011 | 2 Days | SummerSmash 2011! RC Helicopter Fun Fly! | Fun Fly | Main Club Field | KELOWNA OGOPOGO RADIO CONTROLLERS | Todd Bergstrom | 250-491-3613 | Canuckhelifreak@gmail.com | SummerSmash 2011! RC Helicopter Fun Fly! | July 30-31 2011. The Kelowna Ogoopogo Radio Controllers, Invites you to join us for Two Days of RC Helicopter Madness!! Gates Open 4pm Friday the 29 of July! There will be Awesome Flying! Fun Competitions! Also Pilot Prizes, Door Prizes, Raffles, and 50/50's! Dry Camping Available, and a Great Time to be had by all!! Any Questions or to pre-register, Contact: Todd via: Canuckhelifreak@gmail.com See ya there! | 2011-75
- August 1, 2011 | 1 Day | PENMAC ALES GLIDER CONTEST | Competition | Keogan Park | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | gprail@shaw.ca | The Penmac club invites you to Okanagan Falls, just 19 kms. south of Penticton in the beautiful Okanagan Valley on Monday, August 1st for the first ALES (Altitude Limited Electric Sailplanes), event in the BC Interior. Practice flying may be done on Sunday July 31. Pre-Registration preferred, call Ken Gregory @ 250 497 6282, or email Ken at gprail@shaw.ca. This is a one class event with pilots briefing at 9 a.m. Monday, Entry fee \$15.00. Models must be equipped with altitude limiting devise such as a CAM. MAAC or AMA membership is required. Off-site camping is available at B.C. or Private campgrounds. Flying site is at Keogan Park on Cedar St, just off Highway #97 South. | 2011-432
- August 13, 2011 | 2 Days | High Country Big Bird | Fun Fly | <http://www.highcountryflyers.homestead.com/> | High Country Flyers | Chris Jones | 604-597-4111 | sparkyjones@shaw.ca | "15th High Country Big Bird Fly-In - High Country Flyers Morrison Field Hosted by I.M.A.A. Chapters 540 and 563 Fraser Valley and Thompson-Okanagan Big Birds British Columbia August 13th and 14th 2011 - Early Flyers Welcome | No Landing Fees, Dry Camping, Fri. Social - Sat. night Pot Luck Barbecue (Bring your own meat), 700'+ runway. Open Flying Area - No 3-D Flying - Morrison Field is located 3 hours from Vancouver. Take HWY #5 (Coquihalla) North to Exit 336, Logan Lk, Lac Le Jeune. Go toward Logan Lake. 6km (3miles) the field is on the left. Contact Roly - .Ph. 250-374-4405, e-mail- rolydd@telus.net or Chris sparkyjones@shaw.ca - Ph: 604-597-4111
- Website: www.highcountryflyers.homestead.com " | 2011-64
- August 14, 2011 | 1 Day | Cam Reiss Memorial Float Fly | Fun Fly | Pyramid Beach | PENTICTON MODEL AVIATION CLUB | Ken Ireson | 250-404-0522 | krireson@telus.net | The PENMAC flyers are pleased to invite all MAAC and AMA members to our Annual Cam Reiss Memorial Float Fly Sunday Aug 14. Bring your family and friends to our fun fly on the shore of beautiful Okanagan Lake. Located in a provincial park, flyers can stay and fly as late as they want. Stu's famous beef on a bun, corn on the cob and Faye's delicious pies make this an event you don't want to miss. Contact: Ken Ireson 250-404-0522 krireson@telus.net or Reg Broadbear! | 2011-376
- August 21, 2011 | 1 Day | SLAM All Club Invitational | Fun Fly | Main Club Field | SHUSWAP LAKE AERO MODELERS | Darryl Jacobs | 250-515-1929 | djacobs@inter-action.ca | Come on out and fly and enjoy meeting people in the hobby from all over the Interior. Some very interesting aircraft. Bring some extra chairs. Camping should be available in the area, but sorry, not at the field! Email us with questions. Kamloops, Vernon, Grindrod, Kelowna, Penticton, Germany, France, Australia, New Zealand, etc. invited. FIXED WING only please and no 3D flying during normal event time. We will start around 10:00 am and we will provide lunch consisting of Hamburgers, Hot Dogs and Soft Drinks at 12:00 noon. Don't forget an airplane or 2 or 3... Cheers! | 2011-352
- August 27, 2011 | 2 Days | KORC Big Bird | Fun Fly | Main Club Field | KELOWNA OGOPOGO RADIO CONTROLLERS | Chuck Cook | 250-979-4331 | cwcook@telus.net | August 27 & 28 2011. Kelowna Ogoopogo Radio Controlers (KORC) will again host a fun filled two day Big Bird Event. Emeny Field map at www.korc.ca All Flyers must have current MAAC or AMA. Monoplanes 80 in. and Bi-planes 60 in. min. wingspan Also, any quarter scale airplane (with documentation) showing originals wingspan. There will be an on site concession and a Saturday night sit down supper (\$10.00 per person). No landing fee. A 50cc or larger engine will be raffled off and pilots prizes will be awarded. Dry camping is available. Pre-registration appreciated especially if you will be enjoying the evening feast. Contact CD: Chuck Cook- cwcook@telus.net or 250-979-4331. | 2011-76
- September 2, 2011 | 3 Days | Larry Christensen Memorial Labor Day Fly In | Fun Fly | Main Club Field | VERNON R/C AERO-MODELLERS | Rob Brown | 250-306-1006 | rbrown@gwequipment.com | Flying from 8:00 am till dusk daily, self contained camping available. Raffle, 50/50, Draw Prizes, peoples choice and New this year, join us for a pig roast on Saturday night! Contact Rob Brown 250-306-1006 rbrown@gwequipment.com | 2011-292
- September 6, 2011 | 6 Days | SLAM Fall Clas-
- sic Float Fly | Fun Fly | Sandy Point Resort and Campground | SHUSWAP LAKE AERO MODELERS | Robert Reading | 250-675-2620 | robfay@telus.net | The largest float fly event in the Pacific Northwest, hosted by the SHUSWAP LAKE AERO MODELERS (SLAM), takes place on the calm and picturesque waters of Shuswap Lake at Sandy Point Resort, 5 km west of Salmon Arm, B.C. Registration begins on Sept. 6 and flying continues throughout the week until Sunday, Sept. 11 when awards and raffle prizes will be presented. A retrieval boat will be provided and frequency board will be set up for the duration of the event. Other features include pilots' draws, bonfires, pie sale, 50/50 draws and a free corn roast with camping and concession on site. The splash-down fee for the week is \$15.00. Over 90 pilots 'flew their floats off' in 2010, so don't miss out on the action this year. For information contact Contest Director, Robert Reading, at 250 675-2620 or robfay@telus.net. Details on last year's event can be seen at www.slams.ca, or in the May, 2011 issue of FLY RC, and over 700 photos are available for viewing at www.teamtracon.com | 2011-351
- September 14, 2011 | 6 Days | Gerard McHale Memorial Jet Meet | Fun Fly | Main Club Field | PRINCETON R/C Jet Flyers | Bart Ramsay | (778) 999-2694 | rcbart@shaw.ca | Come join the Jets in Princeton. The public event is Saturday and Sunday so you should be able to test fly your new jets at other times. We open for flights at 8am and go until dusk. RV dry camping or, moments away from the town motels and restaurants. Drive over the one lane bridge at north end of main street, turn right, then left up the hill. Turn left at the school at the top of the hill, or just follow the signs. Contact Bart ramsey (778)999-2694 rcbart@shaw.ca | 2011-299
- September 24, 2011 **CANCELLED** | 2 Days | Revelstoke Fall Fun Fly | Fun Fly | Main Club Field | REVELSTOKE REMOTE CONTROL CLUB | Jason Burke | 250-814-0122 | jb.burke@telus.net | Revelstoke Fall Fun Fly 2-Day Event 500 Foot Grass Runway Food Concession On-Site Camping (Dry Camping) Contact Jason Burke 250-814-0122 jb.burke@telus.net | 2011-124 **CANCELLED**
- MANITOBA NW ONTARIO - D**
- June 29, 2011 | 5 Days | Assessippi Fun Fly | Fun Fly | Main Club Field | ASESSIPPI R/C FLYERS | Steve Souchuk | (204) 773-2921 | leesteeve@mts.net | Assessippi R/C Fun Fly. Wednesday June 29th to July 3rd located in Assessipp park 25 Km north of Russell, Manitoba. Flying from 6:00 am to sunset. There will be food, concession in Park 5 minutes from field. Registration fee is \$ 10.00 for 5 days. Accomodations at the Russell Inn (204) 773-2186 or 1-800-665-0678 or Jolly Lodger (204) 773-2177. Camping at bunkhouse \$ 10.00 per night or Free at the field. For bunkhouse reservations, call Steve at (204) 773-2921 or (204) 821-5087. Bring your sleeping bags. Swap SHop: buy, sell or trade

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any R/C goods. | 2011-308

July 9, 2011 | 2 Days | Patricia Region Aero Modelers Fun Fly 2011 | Fun Fly | Main Club Field | PATRICIA REGION AEROMODELERS INC. | Bill Brisson | 807 937 5638 | bbrisson@drytel.net | The Patricia Region Aero Modelers 2011 Fun Fly will be held July 9-10 this year at thier flying field on Johnson Rd just east of Dryden. Pilots from all over N.W. Ontario will be gathering to show off their planes and flying skills. The air to air combat show is becoming a big event each year with the guys from Kenora making the trip each year for lessons in combat tactics with Coro combat planes. Pilot Registration is \$5.00/pilot, and there will be a few prizes to be drawn on Saturday afternoon, and as always MAAC or AMA is a must. The BBQ's will be cooking burgers and hot dogs, and there will be snacks available. There is lots of room for (unserviced) camping right at the field, so load the camper with planes, bring your lawn chairs and sun screen and meet us at the field for two days of flying and fun in Dryden For more information, directions or just to say hey, send me an email at bbrisson@drytel.net Bill Brisson, Sec/Tres. Patricia Region Aero Modelers 46039 | 2011-174

July 10, 2011 | 1 Day | RES | Competition | Main Club Field | MAAC MEN | Barrie Taylor | (204) 791-6955 | ezb@mts.net | RC Sailplane RES duration on July 10th, 2011 starting at 10:00 am at La Barrière Park, Winnipeg. For information, contact Barrie Taylor at (204) 791-6955 or ezb@mts.net or visit the website: maacmen.org | 2011-137

July 10, 2011 | 1 Day | WHAM Fun Fly | Fun Fly | Main Club Field | WINNIPEG HEADINGLEY AERO MODELERS | Tom (above) or Geoff Child | 204-831-6934 | grchild@shaw.ca | WHAM Fun Fly July 11th, 2011 at the WHAM Field, located 5 kms. west of the perimeter highway from Assiniboine Downs. Due to construction, the field access is changed. From the Trans Canada Highway in Headingley, proceed north on Lyons Street to the intersection of Saskatchewan Ave, then east on Saskatchewan for two hundred meters, and the field is on the south side of the road. Food, beverages, prizes, and a draw. Landing fee of \$5.00. Contact Info: Tom Whitburn 204-832-7880, tswhitburn@shaw.ca Geoff Child 204-831-6934, grchild@shaw.ca WHAM Web-site: www.whamrc.org | 2011-286

July 16, 2011 | 1 Day | R.R.I. Fun Fly | Fun Fly | Club Field | Rainy River Internationals | William Hagarty | (807) 852-3251 | whagarty@aol.com | Once again it is time to mark your calendar for the 2011 fun fly season. As always the Rainy River Internationals FUN FLY will be the third weekend in July. The only change will be that the event will be advertised as a one day event only. Of course, you are welcome to come early and stay after the event and use the field. There is dry camping on the field if you desire. The fun fly will be on the 16th of July. The land-

ing fees should be \$ 15.00 and will include a walleye supper. There will be a \$ 10.00 charge for family members. We will have the B.B.Q. going at noon for burgers and smokies at a nominal fee . Any questions, contact W. Hagarty at (807) 852-3251 or whagarty@aol.com. See our website: www.upaero.com/rainyriver Be sure to have proper identification if you are planning on crossing the border. | 2011-4

July 23, 2011 | 2 Days | Annual Open Fun Fly | Fun Fly | Main Club Field | LAKEHEAD AEROMODELERS | Trevor Brasch | (807) 766-9662 | tbrasch@tbaytel.net | Once again, we are pleased to be hosting our Annual 'July Fun Fly' at our main field. The July Fun Fly has always been one of our most popular events with pilots and spectators from all over Northwestern Ontario and beyond. The weather is usually perfect, there are tons of spectators, participants, prizes and never ending aircraft action. Enjoy some hair raising combat or if a first timer or curious why not try out our club owned aircraft? Food and beverages served all weekend This event is open to all types of model aircraft on any aircraft band. \$5 Landing fee for pilots (which automatically enters them into pilot draws). Please be sure to bring proof of current MAAC or AMA membership to fly! | 2011-371

July 24, 2011 | 1 Day | 2 Meter Rc Sailplane | Competition | Main Club Field | MAAC MEN | Barrie Taylor | (204) 791-6955 | ezb@mts.net | Two Meter Rc Sailplane restricted to RC Sailplanes 2 meter and smaller on July 24th, 2011 starting at 10:00 am at La Barrière Park, Winnipeg. For more information, contact Barrie Taylor at (204) 791-6955 or email: ezb@mts.net or visit the website: www.maacmen.org | 2011-138

August 6, 2011 | 2 Days | Bonny Bay Float Fly | Fun Fly | float flying site | PATRICIA REGION AEROMODELERS INC. | Bill Brisson | 807 937 5638 | bbrisson@drytel.net | The Dryden Patricia Region Aero Modelers and Bonny Bay Camp have teamed up again to host the Bonny Bay Float Fly 2011. This summer's floatfly will be held Aug 6-7 2011 at the Bonny Bay Camp, here is a link to thier web site <http://www.bonnybay.com/> There is a landing fee of \$5.00/ pilot, and remember your lawn chair and sun screen, and , of course, your MAAC (or AMA)card. This year Nancy and her staff will again be making us supper on Saturday so I will need to know if you plan on attending for supper at least a week ahead of time so Nancy knows how many to cook for, and the supper will be an additional \$25.00. If you plan on camping at the Bonny Bay Camp, you must make arrangements with the camp ahead of time, space is limited so book early. Another option is Aaron Park, a Provincial Park is just a couple km's away and they have much more room to camp. Here's a link to the Aaron Park site. <http://www.ontarioparks.com/english/aaro.html> So let yor flying buddies know, and come out to the lake for some float flying,

and fun in the sun here in Dryden. To stay up to date on events and hapenings in the Patricia Region Aero Modelers, visit our facebook page. http://www.facebook.com/home.php?sk=group_100477833354496 For more information, or to book supper feel free to email me with your questions or comments. Bill Brisson, 46039 Sec/Tres Patricia Region Aero | 2011-175

August 12, 2011 | 3 Days | Gimli Model Fest 2011 | Fun Fly | Interlake Radio Control Club (Gimli Model Fest Location) | MB/NWON MAAC Zone D | Jeff Esslinger | 204-632-1366 | jeff.esslinger@westernturbo.com | Gimli Model Fest 2011; August 12, 13 & 14; 2011 Airshow August 14th, 2011 www.gimlimodelfest.com | 2011-7

August 21, 2011 | 1 Day | Presidents Day Fun Fly & Outdoor Swap Shop | Fun Fly | Main Club Field | WINNIPEG RADIO CONTROL CLUB | Kevin Nebroski | 204-488-6250 | knebroski@mts.net | "WRCC Presidents Fun Fly and outdoor Swap Shop To be held at the WRCC Field, Sunday August 21st, 2011 - | All day flying with an outdoor swap shop, tables are free but limited, bring your own if you have. - | MAAC membership required to fly. - | WRCC sponsored food and drinks. " | 2011-373

August 27, 2011 | 1 Day | Diamond Aces RC Flying Club Inc. | Fun Fly | Main Club Field | DIAMOND ACES R/C FLYING CLUB | Ed Voth | (204) 346-0855 | evoth@mymts.net | Diamond Aces R/C Flying Club, Steinbach, MB Annual Fun Fly on Saturday August 27, 2011 commencing at 10:00 am. Field is located in N.E. Corner of Steinbach, MB. From Pth#12 turn left/east on Clearspring Road and drive 1/2 mile east, then just after the cement plant turn left/north and drive 200 m. to the field. No fees; All welcome, 350 feet grass field. Enquiries contact: Ed Voth at (204) 346-4139, email: evoth@mymts.net | 2011-398

August 27, 2011 | 1 Day | Portage Planes R/C Club End of Summer Fun Fly | Fun Fly | Main Club Field | PORTAGE PLANES RADIO CONTROL CLUB | Derek McCutcheon | 857-4508 | | PPRCC End of Summer Fun Fly. Come out and fly in our wide open spaces. Hot Dogs and soft drinks available at the field, raffle prizes, restroom on site, nothing to do but FLY FLY. Rain date is 28 Aug 2011 | 2011-287

September 10, 2011 | 2 Days | Lakehead Aero-modelers Annual Float Fly | Fun Fly | Float Fly Boulevard Lake | LAKEHEAD AEROMODELERS | Trevor Brasch | (807) 766-9662 | tbrasch@tbaytel.net | Once again I am honored to present the Lakehead Aero-modelers Annual Boulevard Lake Float Fly. This is one of the clubs most exciting and popular events of the year. We have participants, spectators and their families from all over Northwestern Ontario, Manitoba and beyond! The location is right on the Trans Canada Trail and the event gets lots of public attention. The weather is usually perfect (ex-

Calendar of Events



cept for the very first year I organized it, lol) but I've paid the weather Gods off this year so we should be OK. All water based or amphibious model aircraft are welcome on any aircraft RC band. Pilots are welcome to take off for free, but we are going to charge you to 'splash down'; a one time \$5.00 fee. Please be sure to bring current proof of MAAC or AMA membership. There is sure to be many exciting pilot's draws, public prizes and sponsorship prizes available. Food and Bevies available all day. | 2011-372

September 17, 2011 | 2 Days | Fun Fly | Fun Fly | Main Club Field | LAKE OF THE WOODS AEROMODELERS | Ron Pettigrew | (807) 548-5643 | repettigrew@bell.net | You and your family are invited to two days of flying and great fun on September 17-18, 2011 at the Lake of the Woods Aero Modelers airfield in Kenora. Other visitors at the airfield might include moose, deer, bald eagles and bunny rabbits. Human spectators are very welcome. Bring lawn chairs. Also, bring many combat aircraft because the competition is ruthless. There is a food concession on site. Directions: see map on MAAC Website under Lake of the Woods Aero Modelers. Contact Ron Pettigrew, 693 Carlton Road Knora, On. P9N 0B8 tel: (807) 548-5643 or repettigrew@bell.net | 2011-59

September 18, 2011 | 1 Day | RE - FLY Date | Competition | Main Club Field | MAAC MEN | Barrie Taylor | (204) 791-6955 | ezb@mts.net | Re-Fly (Rain Date) for any previously cancelled MAAC MEN Contest. September 18th, 2011 starting at 10:00 am at La Barrière Park, Winnipeg. For more information, contact Barrie Taylor at (204) 791-6955 or ezb@mts.net or visit the website: www.maacmen.org | 2011-139

September 23, 2011 | 2 Days | Warbirds Over Gimli | Fun Fly | Interlake Radio Control Club (Gimli Model Fest Location) | MB/NWON MAAC Zone D | Jeff Esslinger | 204-632-1366 | jeff.esslinger@western-turbo.com | Warbirds Over Gimli 'Fall Deployment' September 24th and 25th, 2011. FIGHTERS - BOMBERS - TRANSPORTS - TRAINERS No Hassle - just show up and fly!!!! Get your Warbirds ready!! Just a whole bunch of ground pounding, warbirds of all sizes and vintage, fighters, bombers, trainers, scouts, transports, foamies to fiberglass. Electric, slimmers, gas, kerosene Bring your own grub, NO impound, NO bbq, NO prizes, NO supper, unserved camping at the field. Food, hotels and restrooms close by in the town of Gimli. Listen carefully - you can already hear the sounds of those big radials | 2011-6

October 2, 2011 | 1 Day | Brass Monkey | Competition | Main Club Field | MAAC MEN | Barrie Taylor | (204) 791-6955 | ezb@mts.net | Brass Monkey RC Sailplane Duration on October 2nd, 2011 starting at 10:00 am at La Barrière Park, Winnipeg. For more information, contact Barrie Taylor at (204) 791-6955 or ezb@mts.net or visit the website: www.maacmen.org | 2011-140

September 15, 2012 | 2 Days | Fun Fly | Fun Fly | Lake of the Woods airfield | Lake of the Woods Aero Modelers | Ron Pettigrew | (807) 548-5643 | repettigrew@bell.net | You and your family are invited to two days of flying and great fun on September 15 & 16, 2012 at the Lake of the Woods Aero Modelers airfield in Kenora. Other visitors at the airfield might include moose, deer, bald eagles and bunny rabbits. Human spectators are very welcome. Bring lawn chairs. Also bring many combat aircraft because the competition is ruthless. There is a food concession on site. Directions: see map on MAAC website under Lake of the Woods Aero Modelers. Contact Ron Pettigrew 693 Carlton Road Knora, On P9N 0B8 tel: (807) 548-5643 or repettigrew@bell.net | 2012-3

MIDDLE - E

July 6, 2011 | 1 Day | Summer Indoor Electric Fun Fly | Fun Fly | Guelph Community Sports Dome | FERGUS MODEL FLYERS | James Kidston | 519-846-2621 | kidstons@gmail.com | Event from 6:00pm until 8:00pm with great flying weather guaranteed! As this dome is fabric, airplanes are limited to 12 oz max and no more than 80W of power. Highly stable, 'living room' class helicopters are also allowed (e.g. coaxial types). Please bring a pair of clean indoor shoes as outdoor shoes are not allowed on the turf surface. \$10 per pilot + \$2 registration fee for non-Fergus Model Flyers club members. Spectators are free - bring the whole family! If you are interested, please contact me for further information | 2011-447

July 9, 2011 | 2 Days | Flying Tigers Scale Aerobatic Encounter 2011 | Competition | Main Club Field | FLYING TIGERS RC CLUB INC. | James Daly | (905) 821-8169 | jamesdaly@sympatico.ca | July 9th & 10th, 2011 - Flying Tigers Scale Aerobatic Encounter - IMAC Competition. The Flying Tigers Scale Aerobatic Encounter is back for an 8th season of Scale Aerobatics competition, current IMAC rules apply, at their home field located on Townline Road, West of Hwy 56 just one road north of Hwy 3 in Cayuga, On. All IMAC classes flown: basic, sportsman, intermediate, advanced and unlimited. If there is enough interest and time permits, freestyle will be flown. Unknowns flown in all classes except basic. Awards to 3rd place in all classes except freestyle (1st place award only). Event fee is \$ 35.00, \$ 30.00 for IMAC members. Students 15 to 18, \$ 25.00, \$ 20.00 for IMAC members. 14 and under is FREE. Please pre-register at www.scale-aerobaticscanada.com when available. Please help us to have as many contestants setup in the scoring program prior to the contest by pre-registering, it will mean one less thing to do on contest day. Pilot's meeting at 8:30 am each day with flying starting promptly at 9:00 am. Please ensure you have your airplane all assembled and fuelled up, ready to go by the pilot's meeting. Contestant judging so be prepared to help out judging, scribing or being a score sheet runner. CD: Jim Daly: jamesda-

ly@sympatico.ca. Co-CD: Trevor Brum. Visit www.flyingtigers.ca/SAcontest.htm for 2011 IMAC sequences and current information on the contest. | 2011-172

July 9, 2011 | 2 Days | Springvale Skills Challenge | Fun Fly | Main Club Field | CANADIAN MODEL AEROTOW SOCIETY | Dick Colley | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Skills Challenge. CMAS (Canadian Model Aerotow Society) hosts the Skills Challenge Aerotow at Springvale on July 9th, 10th, 2011. Sailplane and Tug Pilots will match their flying skills in a friendly series of challenges to hone Aerotowing and Flying skills. Spectators are welcome. Photographers, submit your pictures in the "Picture of the Day" Contest. MAAC or AMA Membership is required. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from Friday evening This is a CMAS Medal Program event. One of the best locations for achieving a Gold Pilots Meeting at 9:00am each day CD: Dick Colley 905-296-4027 or email <colleydogge@execulink.com> | 2011-290

July 16, 2011 | 1 Day | The 2011 Cambridge Aero Club Fun Fly | Fun Fly | Main Club Field | CAMBRIDGE MODEL AERO CLUB INC | Bill Woodward | 519 653 4251 | vivienwoodward@rogers.com | You are invited to the Annual CMACI Fun Fly. The event starts at 10am. Rain date July 17. Lots of prizes to be won. Current MAAC or AMA membership required to participate. | 2011-347

July 16, 2011 | 1 Day | South Haldimand Skyhawks Fun Fly | Fun Fly | Main Club Field | SOUTH HALDIMAND SKYHAWKS R/C CLUB INC. | Bruce Dixon | (905) 635-7036 | brucedixon@cogeco.ca | Saturday July 16th 2011 South Haldimand Skyhawks Fun Fly (Rain date, July 17th) Hamburgers, Hot Dogs and drinks will be sold, No admission fee. Pilot prizes and draw tickets will be sold. MAAC or AMA mandatory. No Rockets. For any questions, contact Bruce at (905) 635-7036 or email: brucedixon@cogeco.ca | 2011-338

July 17, 2011 | 1 Day | Otto Bandman Memorial Day | Competition | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Les Peer | 905-275-5622 | | The Southern Ontario Glider Group (SOGGI) will hold their annual Club Day on Sunday July 17th 2011 at their field on Nedo Rd. near Binbrook south of Hamilton. We will endeavour to accommodate all skill levels and classes of gliders and electric assisted gliders to ensure all will have a fun day. Members of Soggi but without glider wings are very welcome to act as spotters and timers. Field regulations require all participants to be up to date MAAC/AMA members. No combustion engines allowed. Small entry fee to cover prizes. Pilots meeting at 9:30 am. | 2011-345

July 20, 2011 | 1 Day | Summer Indoor Electric Fun Fly | Fun Fly | Guelph Community

Calendar of Events



Sports Dome | FERGUS MODEL FLYERS | James Kidston | 519-846-2621 | kidstons@gmail.com | Event from 6:00pm until 8:00pm with great flying weather guaranteed! As this dome is fabric, airplanes are limited to 12 oz max and no more than 80W of power. Highly stable, 'living room' class helicopters are also allowed (e.g. coaxial types). Please bring a pair of clean indoor shoes as outdoor shoes are not allowed on the turf surface. \$10 per pilot + \$2 registration fee for non-Fergus Model Flyers club members. Spectators are free - bring the whole family! If you are interested, please contact me for further information | 2011-448

July 23, 2011 | 2 Days | Warbirds over The Bay | Air Show/Demo | Bayview Park Burlington | BRCM | Paul Chitty | 905-630-4430 | pchitty@cogeco.ca | BRCM will host their second Warbirds over The Bay event at their Bayview Park Flying Site. Open to all Military type aircraft of any era. Come out and enjoy a non competitive Warbirds fly in. Held at the beautiful Bayview Park site with its manicured grass and 300ft by 30ft black top runway. Free parking and overnight camping (no services) Power is available in the Club Hut for charging etc. Registration \$10 in advance (up to July 1st) \$15 on the day. Raffles, Pilot prizes, 50/50 draws, Best of prizes and of course Nicks Cafe will serv food and drinks over the week end. Food, Fun, Fellowship and of course Fly. | 2011-32

July 23, 2011 | 2 Days | Springvale Open Invitational | Fun Fly | Main Club Field | CANADIAN MODEL AEROTOW SOCIETY | Dick Colley | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Open Invitational. CMAS (Canadian Model Aerotow Society) hosts the Open Invitational Aerotow at Springvale on July 23rd, 24th, 2011. Sailplane and Tug Pilots from near and far are invited to enjoy the open skies and 2000' runways which make Springvale a favorite with all who fly there. Spectators are welcome. MAAC or AMA Membership is required. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from Friday evening This is a CMAS Medal Program event. One of the best locations for achieving a Gold (Flights exceeding 60 minutes duration). Pilots Meeting at 9:00am each day. Please note: this event was to have been CD'd by Hanspeter Keller. Sadly, Hanspeter passed away on May 6th 2011 - the event will commemorate a good friend and flying companion. CD: Dick Colley 905-296-4027 or email <colleydogge@execulink.com> or Contact: Dick Colley 905-296-4027 or email <colleydogge@execulink.com> | 2011-295

July 23, 2011 | 2 Days | Garth Mitchell Memorial Float Fly | Fun Fly | Chippawa Creek Conservation Area | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905 227 4525 | jdsnowdon@cogeco.ca | July 23rd & 24th, 2011 - Niagara Region Model Flying Club once again hosts its annual 2 day 'Garth Mitchell Memorial Float Fly' at

the Chippawa Creek Conservation Area near Wellandport. Flying will be from 10AM to 4PM both days. All welcome. You must have your MAAC ID! No docking fees, but there is a small admission fee to the park! Bring your camping gear and stay over night in this beautiful Conservation Area. Plug-ins are available. Email John Snowdon <jdsnowdon@cogeco.ca> or Bill Featherstone <wfeatherstone@cogeco.ca> for more information. Visit our Club web site <www.nrmfc.ca/float-flys.html > for directions | 2011-251

August 3, 2011 | 1 Day | Summer Indoor Electric Fun Fly | Fun Fly | Guelph Community Sports Dome | FERGUS MODEL FLYERS | James Kidston | 519-846-2621 | kidstons@gmail.com | Event from 6:00pm until 8:00pm with great flying weather guaranteed! As this dome is fabric, airplanes are limited to 12 oz max and no more than 80W of power. Highly stable, 'living room' class helicopters are also allowed (e.g. coaxial types). Please bring a pair of clean indoor shoes as outdoor shoes are not allowed on the turf surface. \$10 per pilot + \$2 registration fee for non-Fergus Model Flyers club members. Spectators are free - bring the whole family! If you are interested, please contact me for further information. | 2011-449

August 6, 2011 | 1 Day | Hespler Model Aviators E-fun Fly | Fun Fly | Main Club Field | HESPELER MODEL AVIATORS INC | Alan Biggerstaff | 519 265 0665 | bstaff@rogers.com | All Electric flyers welcome to the first HMA E-fun Fly. August 6/11. One day only. No Rain date MAAC req'd. Check MAAC website, Middle Zone, Hespler Model Aviators, for directions to field. | 2011-366

August 11, 2011 | 1 Day | SOGGI's LSF Thermal Duration Contest #4 | Competition | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Andy Meysner | 905 279 0173 | meysner@sympatico.ca | NO | 2011-423

August 13, 2011 | 1 Day | Rose City Model Flyers Annual Fun Fly | Fun Fly | Main Club Field | ROSE CITY MODEL FLYERS INC. | Rob Rittner | 905-650-7022 | rrittner@cogeco.ca | Rose City Model Flyers are hosting their annual Fun-Fly at the Marshville Airpark, located on Feeder Rd, in the Town of Wainfleet, Ontario. BBQ and prizes. The airpark is a grass runway and jets are welcome as they have flown off it. All types of flying machines welcome. Must be a MAAC member to fly. Bring the kids. Public are welcome. Rain date will be Sunday 14 August. | 2011-70

August 17, 2011 | 1 Day | Summer Indoor Electric Fun Fly | Fun Fly | Guelph Community Sports Dome | FERGUS MODEL FLYERS | James Kidston | 519-846-2621 | kidstons@gmail.com | Event from 6:00pm until 8:00pm with great flying weather guaranteed! As this dome is fabric, airplanes are limited to 12 oz max and no more than 80W of power. Highly stable, 'living room' class helicopters are also allowed (e.g. coaxial types).

Please bring a pair of clean indoor shoes as outdoor shoes are not allowed on the turf surface. \$10 per pilot + \$2 registration fee for non-Fergus Model Flyers club members. Spectators are free - bring the whole family! If you are interested, please contact me for further information. | 2011-450

August 19, 2011 | 3 Days | SOMA | Fun Fly | Stoney Creek Airfield | MIDDLE ONTARIO ZONE | Roy Rymer | 905/685-1170 | zd-e@maac.ca | Chairman/Treasurer, AFA SOMA Mission Statement..... Southern Ontario Model Airshow (SOMA) is a group of individuals within the Radio Control Modellers' community, whose purpose is to provide fellowship and public awareness in the sport of RC flying. The group's annual event is supported by participants and volunteers who give back to the community through donations to charitable foundations, from the proceeds of the events admission fees, etc. Not only do we intend to raise the bar for the RC Flyers but in response to the need of others, raise some funds to help the local community. This event is to help McMaster Children's Hospital in fund raising, for their ongoing intent to help the children which are in need! Sincerely, Roy R. R. Rymer Middle E Zone Director, PR Chairman & Executive Board Member. | 2011-252

August 20, 2011 | 2 Days | Springvale Season Closer | Fun Fly | Main Club Field | CANADIAN MODEL AEROTOW SOCIETY | Dick Colley | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Closer. CMAS (Canadian Model Aerotow Society) hosts the Season Closer Aerotow at Springvale on August 20th, 21st, 2011. Sailplanes (Scale and non-Scale with aileron control) to 6 meters will be hauled skyward by the tugs available. Spectators are welcome. Drop by and chat or even volunteer to act as a spotter for a sailplane pilot (Spotters require a keen eye and the patience of Jove) and you will learn much about aerotowing and probably extend your vocabulary. MAAC or AMA Membership is required. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from Friday evening This is a CMAS Medal Program event. One of the best locations for achieving a Gold (1 Hour flight) Pilots Meeting at 9:00am each day CD: Dick Colley 905-296-4027 or email <colleydogge@execulink.com> | 2011-291

August 27, 2011 | 1 Day | HMA Annual Corn Roast | Fun Fly | Main Club Field | HESPELER MODEL AVIATORS INC | Wade Sears | 519-240-7283 | marysears@accglobal.net | Hespler Model Aviators invites everyone to come out to their annual Corn Roast. An end of season day of flying, food and friends. Join us from 8AM on and bring the family. Corn served noon until 2:30pm. Rain date is Sunday 12th. | 2011-311

August 27, 2011 | 1 Day | RCMF Vintage Aircraft Fly-In | Fun Fly | Main Club Field | ROSE CITY MODEL FLYERS INC. | Rob Rittner | 905-650-7022 | rrittner@cogeco.

Calendar of Events



ca | This is the first Vintage Aircraft fun-fly sponsored by the Rose City Model Flyers. All are welcome. This event is specific to model RC aircraft representing the time period between the birth of aviation to mid 1930's. Bring your family and friends and enjoy flying from days long ago. | 2011-71

August 28, 2011 | 1 Day | Stoney Creek Hawks Annual Fun Fly | Fun Fly | Main Club Field | STONEY CREEK HAWKS | Stewart Holdsworth | (905) 309-9808 | sholdsworth@cogeco.caq | The Stoney Creek Radio Control Model Aircraft Club is hosting their Annual Fun Fly on Sunday August 28th. Come and enjoy a full day of events and fun. Flying begins at 10:00 am Each time you fly, your name will be entered into a draw for one of dozens of prizes. Fixed-wing fun flying contests, helicopter obstacle courses and combat demos are planned. Public welcome. MAAC or AMA membership is mandatory to fly. For directions to Stoney Creek Hawks flying field, please go to www.stoneycreekhawks.com | 2011-246

September 3, 2011 | 1 Day | End of Season Float Fly | Fun Fly | Chippawa Creek Conservation Area | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905 227 4525 | jdsnowdon@cogeco.ca | Sept 3rd, 2011 - The end of the float flying season has finally come to the Niagara Region Model Flying Club and we are hosting our last float fly event of the year at the Chippawa Creek Conservation Area near Wellandport. Flying will be from 10AM to 4PM and there will be no docking fees, but there is a small admission fee to the park! All welcome. You must have your MAAC ID! Email John Snowdon <jdsnowdon@cogeco.ca> or Bill Featherstone <wfeatherstone@cogeco.ca> for more information. Visit our Club web site <www.nrmfc.ca/float-flys.html> for directions. | 2011-250

September 4, 2011 | 1 Day | BIG BIRD BASH | Competition | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Dick Colley | 905-296-4027 | colleydogge@execulink.com | BIG BIRD BASH 2010 The Southern Ontario Glider Group Inc. (SOGGI) will be hosting the annual Big Bird Bash on Sunday September 4th, 2011 (Rain Date Sept. 5th/11) at the Nebo Road site. Registration at 9:30am. Event at 10:00am. Sailplanes of Wingspan 100 inches or higher. Winches and hi-starts will be available for launches. There will be an Open Class and a RES category with a handsome trophy for the overall winner. Entry Fee of \$10.00. Current MAAC/AMA membership required CD - Dick Colley (905) 296-4027. 101 Braeheld Ave., Waterdown, Ontario. LOR 2H5. Email <colleydogge@execulink.com> | 2011-288

September 10, 2011 | 2 Days | KWFLYINGDUTCHMEN 42ND ANNUAL SCALE RALLY | Air Show/Demo | Main Club Field | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Michael Fritz | 519.886.9834 | mfritz569@rogers.com | For over 40 years, the K-W Flying Dutchmen

has hosted one of the largest Scale Rallies in North America at our field near Kitchener-Waterloo. It is always held on the weekend following Labour Day. This air show features over 300 aircraft on static display, most of which will be flown over the two-day event. From high-speed turbine jets, to old-time biplanes this show features a bevy of interesting aircraft. Pilots from as far away as Alberta, Canada and California, USA have attended our Scale Rally. There are R/C vendors on site, as well as food and beverage vendors. Raffles are also held on both Saturday and Sunday. Admission is \$5 advanced ticket, or \$7 on the day, kids under 12 years \$1 per day, NO charge for registered pilots or campers. * Pilots pay \$5 to enter, but get a refund upon transmitter impound. This is strictly a Scale and Stand-Off Scale event. MAAC or AMA membership is required to fly. Muffler/FAI sound level rules will be enforced. All 72 MHz radio transmitters must be impounded (no impound for 2.4 GHz) | 2011-12

September 24, 2011 | 2 Days | Royland Glider Flyers Aerotow Season Closer | Fun Fly | Main Club Field | ROYLAND GLIDER FLYERS | Jim donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Glider Flyers Aerotow Season Closer Join us ,just north of Fergus Ontario to enjoy all the colors of Autumn , while your Sailplanes soar to new heights. Last chance this season before your Sailplanes are put to sleep . In past years this has probably been the event that all have recorded amazing flight times. Fly with the Gulls, Turkey Vultures, Hawks ,and on occasion corn cob leaves. Open to all towable scale and semi scale gliders. All flying participants must have a current MAAC or AMA membership All MAAC safety rules will apply. A \$5.00 landing fee will apply for the 2 day event Bring your Lunch and Deck chairs . Spectators welcome For info or detailed directions please call: Jim Donnelly, 519-941-1582 jp-donnelly@rogers.com. | 2011-192

September 29, 2011 | 1 Day | SOGGI LSF#5 Thermal Duration Contest, | Competition | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Dick Colley | 905-296-4027 | colleydogge@execulink.com | SOGGI LSF#5 Thermal Duration Contest, On Thursday September 29th, 2011 the Southern Ontario Glider Group Inc. is hosting an open class R/C Sailplane contest; thermal duration with precision landing points to satisfy League of Silent Flight (LSF) criteria. Pilot registration starts at 10:00 AM. Proof of MAAC membership is required. Flying begins at 10:30 AM and as many rounds as weather permits will be flown. There will be no entry fee, but coveted Attaboys (or Attagirl's, as appropriate) will be awarded to 3rd place. We are hoping to have at least 10 pilots participate and work for LSF points. Visiting pilots are advised to contact CD: Dick Colley 905-296-4027 e-mail : colleydogge@execulink.com For last-minute updates and for driving directions. Pilots from other clubs are always welcome and Extra winches too. |

2011-296

October 13, 2011 | 1 Day | SOGGI LSF#6 Thermal Duration Contest, | Competition | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Dick Colley | 905-296-4027 | colleydogge@execulink.com | SOGGI LSF#6 Thermal Duration Contest, On Thursday October 13th, 2011 the Southern Ontario Glider Group Inc. is hosting an open class R/C Sailplane contest; thermal duration with precision landing points to satisfy League of Silent Flight (LSF) criteria. Pilot registration starts at 10:00 AM. Proof of MAAC membership is required. Flying begins at 10:30 AM and as many rounds as weather permits will be flown. There will be no entry fee, but coveted Attaboys (or Attagirl's, as appropriate) will be awarded to 3rd place. We are hoping to have at least 10 pilots participate and work for LSF points. Visiting pilots are advised to contact CD: Dick Colley 905-296-4027 e-mail : colleydogge@execulink.com For last-minute updates and for driving directions. Pilots from other clubs are always welcome and Extra winches too. | 2011-297

NORTHERN - F

July 2, 2011 | 1 Day | GSM Annual Fun Fly | Fun Fly | Main Club Field | GREATER SUDBURY MODELERS | Gaston Boissonneault | 705 969-6728 | gbjets@cyberbeach.net | Greater Sudbury Modelers will be hosting their annual Fun Fly Saturday July 2 2011 Come and enjoy our 800 ft. runway. Food and refreshments will be available all day. Our 1,000 sq.ft. shelter will protect spectators and pilots from the elements, as an added bonus, we're only a couple minutes away from a shopping center. | 2011-263

July 9, 2011 | 2 Days | Cambrian RC Fun Fly | Fun Fly | Main Club Field | CAMBRIAN R/C FLYERS | David Ivory | 705 586 9539 | papa@persona.ca | The road to our field is too long, too new, and too wet thanks to record rain in April and we won't be ready to run a full blown Fun Fly this year. Soooooo..... The Cambrian RC Flyers will be hosting a come fly with us open house Saturday July 9th and Sunday July 10th, 2011. Rustic camping at the field No food ,no prizes,no cost..... just lots of flying all day long. current MAAC or AMA membership required. Everyone welcome! | 2011-395

July 16, 2011 | 1 Day | Fun Fly - TARMAC | Fun Fly | club field Tomstown | TEMISKAMING & REGION MINIATURE AIRCRAFT CLUB | Daniel Nadeau | (705) 567-6424 | nadeaud@nt.net | TARMAC is hosting their annual Fun Fly at the TARMAC field in Tomstown, Ontario starting at 9:00 am. Enjoy good friends and fine food. A swap table will be provided. Spectators are welcome. Contact Dan Nadeau @ (705) 567-6424 or email nadeaud@nt.net | 2011-116

July 23, 2011 | 1 Day | 5th Annual Electric Fun Fly | Fun Fly | cranberry Field | NIPISSING MINIATURE AIRCRAFT CLUB | Jerzy Bak | 705 495 1803 | jerzyb@efni.com | Fifth Annual Electric Fun Fly.

Calendar of Events



Open to any electric powered model aircraft, Lunch and Refreshments available Prizes and Draws. Current MAAC member card required. | 2011-254

July 30, 2011 | 2 Days | Northern Ontario IMAC Challenge | Competition | Main Club Field | GREAT WHITE NORTH R.C. FLYERS | Lee prevost | 705 522-3550 | lprevost_ca@yahoo.ca | Presenting the 7th annual NOIC (Northern Ontario IMAC Challenge), the only scale aerobatics IMAC event in Beautiful Northern Ontario! All classes including unknowns and freestyle Camping available at the field (no hookups) and we will have the usual great BBQ and prizes galore. This is the final contest before the Nationals so we expect a big turnout and some great pilots from all over Ontario and Quebec. Join us and have a great time and of course we encourage new pilots to join us in the fun! Proof of current MAAC or AMA membership required. | 2011-307

August 13, 2011 | 1 Day | NIPMAC Annual Fun Fly | Fun Fly | Cranberry Field | NIPISSING MINIATURE AIRCRAFT CLUB | Wayne Quirt | | nquirt@cogeco.ca | NIPMAC Annual Fun Fly. Food Available. Current proof Of MAAC membership required | 2011-256

August 20, 2011 | 1 Day | SMAC FUN FLY | Fun Fly | Main Club Field | SUDBURY MODEL AIRCRAFT CLUB | Bill Whitehouse | 705 560-1477 | willwhit@vianet.ca | Sudbury Model Aircraft Club Fun Fly. SMAC Field. Garson /Coniston Road Sudbury. Contact Spence Webster 705 524-8348 or Bill Whitehouse 705 560-1477. spencerwebster@sympatico.ca or willwhit@vianet.ca | 2011-266

September 17, 2011 | 1 Day | NIPMAC Annual War Bird Day | Fun Fly | cranberry field | NIPISSING MINIATURE AIRCRAFT CLUB | Wayne Quirt | | nquirt@cogeco.ca | NIPMAC Annual War Bird Day. Any War Bird of any Military background with any power method welcome. Landing Fee:\$5.00 Food Available. Proof of current MAAC membership required. | 2011-255

OTTAWA VALLEY - G

July 2, 2011 | 1 Day | Dynamic Hobbies S.M.A.L.L. Event | Fun Fly | Main Club Field | RIDEAU RC FLYERS | David Pearson | 613-839-0609 | djpearson@sympatico.ca | Welcome to the Small Model Airplane Lovers League (S.M.A.L.L.). We are a fun-loving bunch who just want to throw an airplane in the air and go flying. The Dynamic Hobbies S.M.A.L.L. event is a fun-fly for people who like to fly smaller airplanes. Radio Control models should have a maximum engine size of .28 for 2-stroke and .30 for 4-stroke. Anything goes for electric powered models or control-line. If you are into speed, this year will feature pylon racing for Piker class airframes with either Cox .049 reed valve or Speed 400 power. Contact David Pearson for more information on Pylon Racing. Event start time and pilot briefing:

9:00AM. Open flying runs from event start to 4:00 with a break for a lunchtime demonstration at 12:00. Pilot registration fee includes lunch and one ticket for the prize draw. Food will be available for sale to spectators. Pilots must have proof of MAAC or AMA membership. Camper and tent space available with prior arrangement | 2011-232

July 9, 2011 | 1 Day | Zone G Annual Float Fly | Fun Fly | Guindon Park, Trillium Dr. | CORNWALL AEROMODELLERS | Roger Bélanger | 613 931 9524 | belanger.roger@sympatico.ca | The Cornwall Aero Modellers Club is hosting the 3rd annual Zone Float Fly on July 9th 2011. The event will take place at Guindon Park, Trillium Drive (see www.cornwallaeromodellers.ca for directions). Flying will start at 9:00am. With plenty of open flying. Canteen will be open lunch. \$10.00 landing fee will get you registered. A H9 Twist 40 & an O.S. 46 AX engine will be raffled. Campers are welcome (no hook-ups) See you there!! Contact: Roger Bélanger belanger.roger@sympatico.ca | 2011-125

July 16, 2011 | 2 Days | Upper Canada Zone Fun Fly | Fun Fly | Smith Falls Airport | OTTAWA VALLEY ZONE - 2011 | Christopher Malcomson | 613-283-5724 | chris.mireille@cogeco.ca | Come Join Us for an Awesome Event This event offers something for everyone there will be activities and prizes for the young and young at heart. Bring the whole family and remember that we always do something special for the Ladies. There will be onsite camping available without hook-ups, steak dinner Saturday evening, thousands of dollars in prizes. This event is strongly supported by many vendors and hobby shops of which we are Very Grateful. This event is also used to help raise thousands for the Shriner's Sick Kids Hospital. If you would like to participate in the fund raising effort and get into the event for free check out our web site for details. <http://www.bmaclub.ca/> Please watch web site for updates. If you have attended before we hope you'll come back and if this is your first time Welcome! | 2011-129

July 17, 2011 | 1 Day | Static Display at Rideau Valley Airpark | Display | Rideau Valley Air Park, near Vars, Ontario | OTTAWA R/C CLUB | Michael Toner | | mdscientist61@yahoo.ca | This is a static display of RC aircraft. It is taking place at the Rideau Valley Air Park, during their annual RAA Fly-In. There will be lots of home-built man-carrying aircraft for people to see and enjoy, in addition to the RC models. | 2011-435

July 30, 2011 | 1 Day | First Annual Electric Fun Fly | Fun Fly | Main Club Field | STETSON FLYERS | Dave Hubenig | | drumrd@rogers.com | OK folks: You wanted it, and you've got it! The explosion of electric flying in our sport is simply tremendous! Bring them ALL out this day and enjoy the newest event on the Stetson Calendar. If it's electric powered, it's welcome! Prop, ducted fan, aircraft, heli, big and small, fast and slow, you name it. Come participate in this most diverse form of R/C flying. From Giant Scale to Micro-fly-

ers, Warbirds to Classics, Aerobats to Gliders, this promises to be a fascinating day of participation in this newest area of our sport. Limited camping available (no-hook-ups) and the Stetson Canteen will be open. Landing Fee \$5. For additional information please contact Dave Hubenig at drumrd@rogers.com | 2011-108

August 6, 2011 | 2 Days | IMAC Aerobatic Event | Competition | Main Club Field | STETSON FLYERS | Isabel deslauriers | | isabel.deslauriers@mail.mcgill.ca | Please join us for a weekend of aerobatics competition at the Stetson Flyers near Ottawa, August 6-7. All classes flown, Basic through Unlimited and Freestyle. For up to date information and registration information, please consult www.scaleaerobaticsCanada.com or email isabel.deslauriers@mail.mcgill.ca. Canteen will be available on-site. Limited camping available and no hook-ups. Everyone and anyone who is interested in a fun weekend of friendly Scale Aerobatics competition. Spectators are welcome. Flying is between 9am and 4pm Saturday, and 9am and noon on Sunday. Proof of MAAC or AMA membership is required. IMAC membership optional. \$30 entry fee, payable Saturday morning before the event | 2011-369

August 6, 2011 | 1 Day | Fourth Annual Night Fun Fly | Fun Fly | Main Club Field | RIDEAU RC FLYERS | Mike Anderson | 613 850 7207 | mike.anderson.ca@gmail.com | Please join us on the evening of Saturday, August 6 2011 for the fourth annual Rideau RC Flyers night flying event. Don't forget your flashlights & bug spray. Only self-illuminated, electric-powered airplanes & helicopters will be permitted to fly. The Event Director has the right to refuse any unsuitable aircraft to fly. Sundown is at 8:24pm, nightfall is at 8:54pm. Pilots briefing is at 8:15 pm. Registration fee is \$5 for Rideau RC Flyers members & \$10 for non-members. Proof of MAAC or AMA membership is required. Please contact Mike Anderson (613 850 7207 or mike.anderson.ca@gmail.com) for more information. If you are considering camping on our site, please contact Mike before the event. | 2011-179

August 13, 2011 | 1 Day | Cornwall Aero Modellers Fun-Fly | Fun Fly | Main Club Field | CORNWALL AEROMODELLERS | Roger Bélanger | 613 931 9524 | belanger.roger@sympatico.ca | "The Cornwall Aero Modellers Club is hosting it's annual Fun Fly on August 13th 2011. The event will take place at the CAM field (see www.cornwallaeromodellers.ca for directions). Flying will start at 9:00am. Canteen will be open for lunch. \$10.00 landing fee will get you registered. A H9 Funtana X-50 & an O.S. 55 AX will be raffled. Contact: Roger Bélanger 613 931 9524 belanger.roger@sympatico.ca | | 2011-128

August 20, 2011 | 2 Days | 24th Annual Kingston IMAA Giant Rally | Fun Fly | Main Club Field | KINGSTON R/C MODELLERS | Dave Penchuk | (613) 795-6076 | dave.pen-

Calendar of Events



chuk@sympatico.ca | August 20-21, 2011
24th Annual Kingston IMAA Giant Rally.
Hosted by the Kingston Radio Control Modellers and IMAA Chapter 217. Registration at 8:00 am and flying from 9:00 - 5:00pm on both days. No landing fee for IMAA members, \$10.00 for non members. 400 ft grass runway. Limited camping, no hookups. Concession, Kingston style Saturday night feast. Raffles and door prizes. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/2 scale. IMAA sanctioned and IMAA rules apply. Must be current member of MAAC or AMA. Contact: Dave Penchuk, cell: (613) 795-6076, Email: dave.penchuk@sympatico.ca or Rolly Siemonsen, home: (613) 389-3631, cell (613) 572-3631 Email: rollys@sympatico.ca Directions: <http://www.krcm.org/map.pdf> Website: <http://www.giantscalecanada.com> | 2011-339

September 10, 2011 | 2 Days | Annual Giant Scale Rally & Pig Roast Dinner | Fun Fly | Main Club Field | STETSON FLYERS | Scott Clarke | | giantscale@rcaviator.ca | Please join us again this year for a BIG weekend of Giant Scale fun featuring a roast pig dinner on Saturday afternoon. MAAC or AMA is required and all aircraft must be IMAA legal. Camping is available onsite (no hookups). Flight line opens at 9am both days and a landing fee of \$10 will be charged. Stetson Canteen will be available. For more information please email Scott Clarke at giantscale@rcaviator.ca | 2011-109

September 24, 2011 | 2 Days | Brighton AppleFest Fun Fly Weekend | Fun Fly | Main Club Field | BRIGHTON R/C HAWKS | William Casson | | casson_72@hotmail.com | We are hosting our annual Fun Fly during the Brighton AppleFest Weekend Festivities again this year. Come out and join us on September 24th & 25th 2011 If you are a Pilot wishing to fly be sure to have with you your current M.A.A.C. Member Card for 2011 to present as proof of liability.(insurance) BBQ'd Hamburgers, Hot Dogs and Cold Soft Drinks will be available for a very reasonable price. There is some seating provided(picnic tables)but I suggest you bring your favourite folding chair to ensure you will be comfortable. Please contact if more information is required: Contact: William Casson BRCH President casson_72@hotmail.com (705)313-3972 | 2011-165

BC COASTAL - H

July 9, 2011 | **Postponed Until Further Notice** | Pattern in the Valley | Competition | Main Club Field | FRASER VALLEY R/C FLYERS | Hartley Hughson | | hhughson@dccnet.com | Pattern in the Valley July 9th and 10th. Pilots meeting 9:30am both days. Coffee, muffins and lunch will be provided. Bring your favorite Appy Fri. evening. There will be a \$25.00 entry fee, first time pilots fly free. Come give Pattern a try, won't cost you a thing and you might even like it. All classes flown. Trophies to third place. | 2011-278

July 9, 2011 | 1 Day | Joel Clarkston Memo-

rial Scale Event | Competition | RCAA Comox Valley in Merville | RCAA Comox Valley | Michael McCrindle | 250-337-1732 | mccrind@telus.net | July 9th, 2011 Joel Clarkston Memorial Scale Event Held for the first time by the RCAA Comox Valley at the beautiful Merville site, this event features open scale flying to gather points toward 3 trophies in owner builder and 3 in Team or ARF, as well as the annual Joel Clarkston Cup. Some RV parking available. Contact Mike McCrindle 250-337-1732 Entry fee \$5 per plane. | 2011-62

July 15, 2011 | 3 Days | scale aircraft event | Air Show/Demo | Main Club Field | PARKSVILLE DISTRICT AND QUALICUM FLYERS | Cornel | 2503904007 | | PDQ Flyers scale event, three days of flying and fun. Prices offered for the best scale flying aircraft, best static display, best ARF, best flying performance. Camping available on site, please call for reservations and more info. www.pdqflyers.com for directions and map | 2011-443

July 16, 2011 | 1 Day | Mission Wings Heli Fun Fly | Fun Fly | Main Club Field | MISSION WINGS MODEL FLYING CLUB | Jeff Nye | 778 866 8723 | | 2011 Mission Wings Heli Fun Fly One day this year, Saturday July 16th. Pilots meeting at 10:30. Should be another great turn out, with some 3D masters, scale realistic helis and everything in between. Landing fee gets you a ticket for door prizes again this year. BBQ will be going for lunch then again for dinner. Come out and enjoy the Mission Wings field, and if you have helis for sale, bring them out. Also if you have night flying machines, we'll stay around till later. | 2011-285

August 5, 2011 | 3 Days | Mission Aerotow | Fun Fly | Anderson Turf Farms, Mission, BC | OAKALLA HAWKS R/C MODEL GLIDERS | Dave Smith | 604 947 2357 | david-smith1656@gmail.com | Mission Aerotow located at Anderson Sod Farm approximately 4 miles/ 6 km. east of Mission B.C. Flying will start Friday at 10:00 until 5:00, Saturday 9:00-5:00, Sunday 9:00-3:00. Come and fly with us, or just come to experience the beauty of the large scale sailplanes thermalling in the gorgeous Fraser River valley! \$15 landing fee for the entire weekend. Self-contained campers and RV's welcome. If arriving Thursday evening, please contact the sod farm office for parking directions. | 2011-82

August 6, 2011 | 1 Day | Mission Wings Scale Fun Fly | Fun Fly | Main Club Field | MISSION WINGS MODEL FLYING CLUB | Jeff Nye | 778 866 8723 | a_ronin@hotmail.com | Mission Wings Annual Scale Fun Fly Bring out all your great Scale Aircraft. Planes and helis, jets and gliders, gas, nitro, electric or turbine. All clubs and insured flyers welcome. No landing fees, BBQ will be on site, relaxing day of scale flying and showing off your best aircraft. | 2011-293

August 13, 2011 | 2 Days | PDQ Flyers Annual Silent Event | Fun Fly | Main Club Field |

PARKSVILLE DISTRICT AND QUALICUM FLYERS | Bill Rollins | 250-248-5545 | bdröllins@shaw.ca | PDQ Flyers Annual Silent Event Electric aircraft and Gliders welcome. Saturday and Sunday from 10AM until 4PM Location: Nanoose Field (directly across from the Esso Gas Station/A&W on top of Nanoose Hill. Directions: www.pdqflyers.com Lunch provided for a nominal fee both days. Open Flying will be allowed after 4PM for everyone non electric. CD Contact: Bill Rollins | 2011-433

August 21, 2011 | 1 Day | Mission Wings Members Only Fun Fly | Fun Fly | Main Club Field | MISSION WINGS MODEL FLYING CLUB | Paul Bedford | 604 463 8271 | kiwipaul@telus.net | First ever Members only fun fly. All members are invite to come fly at this event. Specialty those we dont see to often. Refreshments will be available. Including coffee' to steady your nerves. :-) All pilots will receive one raffle ticket. There is no charge for the raffle tickets. Pilots will also receive one ticket for each flight. At days end the tickets will be drawn for prizes. All pilots will take home a prize of some sort. You must have a current membership and MAAC card. Pilots meeting 9.30am. Flying starts a.s.a.p. Contest director. Paul Bedford. | 2011-304

August 27, 2011 | 1 Day | 4th Annual Kamikaze Fun Fly | Fun Fly | Main Club Field | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | Jeff Nye | 778 866 8723 | jeffny@wsi-bljc.com | The 4th Annual Kamikaze Independent Fun Fly! We had over 100 RC aircraft at the event last year, and we are looking to top that this year. Thanks very much to all the sponsors who donated prizes last year and all the Independent guys who donated their time and materials. We'll be having door prizes again, and if you have anything to donate or volunteer, please contact me at 778 866 8723. Door prizes will be announced late in the afternoon, and we will have a BBQ on site selling smokies and hotdogs again. Event will start at Noon, MAAC card or AMA insurance card is REQUIRED to fly. You MUST SHOW your card! Sign in when you arrive. Bring any RC Aircraft, planes, helis, jets or other, and any power type, gas, nitro, electric or other. All insured flyers welcome, clubs and independents. We've put this on for 4 years now to have an event specifically for all the great guys that come out to Kamikaze. We fly 60 size sport planes here, larger 3D ones, and any heli will have no problem, in our small park. We will be having Helicopter Scale demos, 3D Heli demos, Inverted Harrier Stryker Team and Formation Flying Demos during the day. We'll have a lot of the micro planes out as well, so bring out all your Micros and Ultra micros for fun! If you have models or items you'd like to sell, bring them, put on a price tag and show off all your RC Aircraft too, even if they're not flyable. Any questions or info, please contact Jeff @ 778 866 8723 or jeff.nye@wsi-bljc.com Limited Event T-shirts will be available at the event, if you'd like one, contact me before July

Calendar of Events



1st. They will be \$20 and have a logo on the chest and also Q&A's about RC on the back. | 2011-396

September 16, 2011 | 3 Days | 25th Annual Lake Cowichan Float Fly | Fun Fly | Lakeview Park, Town of Lake Cowichan | VICTORIA RADIO CONTROL MODELERS | Don Beatch | 250 727 9954 | dgbeatch@shaw.ca | Enjoy a weekend in September at the Lakeview Park site where for 24 years plane modelers have gotten together, relaxed and enjoyed flying their models off wonderful Cowichan Lake. Midday Friday 16 September to Midday Sunday 18 September 2011. Just North of Duncan BC get on Hwy 18 to the Town of Lake Cowichan. A half kilometer past the Town turn right at the Lakeview Park sign. Registration fee is by donation to the Nicole Stock Penny Drive, a local Town of Lake Cowichan charity for sick kids. 72 sites for camping, 36 with power and water. Lunch and dinner on Toony Saturday will be provided. No need to bring food on Saturday. | 2011-89

QUEBEC - I

July 2, 2011 | 2 Days | IMAC | Competition | Main Club Field | CLUB AIR MODELISTE | Stéphane Corriveau / Jacque Gagnon | (418) 843-1487 | | Compétition IMAC 2 & 3 Juillet 2011 Club Air Modélisme, St-Étienne-de-Lauzon. Toutes les classes seront représentées. Nous vous attendons en grand nombre. | 2011-314

July 9, 2011 | 2 Days | Fun Fly | Fun Fly | Main Club Field | CLUB MODELISTES SOL AIR BOIS FRANCS | Roch Simard | (819) 260-1706 | roch.simard@videotron.ca | Le Club Modélisme Sol Air de Victoriaville organise son fun fly d'été à l'Aéroport André Fortin de Victoriaville le 9 et 10 juillet 2011. Comme par le passé, l'entrée est gratuite pour tous. Un souper sera servi samedi soir et le prix du souper sera déterminé à l'inscription des pilotes le matin. Possibilité de camping sauvage sur le site. Bienvenue à tous! Pour plus d'information, contactez Rock Simard au (819) 260-1706 ou roch.simard@videotron.ca | 2011-53

July 30, 2011 | 2 Days | Fun Fly | Fun Fly | Main Club Field | CLUB AIR MODELISTE | Robert Fontaine | 418-831-9498 | | Le Club Air Modélisme tiendra son Fun Fly d'été les 30 & 31 Juillet 2011, emplacements pour motorisé, fifth wheel et roulotte seront disponibles. Tous les types de modèles sont les bienvenus, avions, jets, hélicoptères. Si vous aimez le bon temps et la bonne compagnie, joignez vous à nous pour ces deux journées de plaisir et de retrouvailles. Soyez prudents sur les routes cet été! | 2011-315

August 13, 2011 | 2 Days | Vol à L'Échelle / Scale | Fun Fly | Main Club Field | CLUB AIR MODELISTE | Frédéric Dupont | (418) 889-9232 | | Bonjour à tous, le temps des Scales est revenu, 13 & 14 Août 2011 au Club Air Modélisme à St-Étienne. Grand stationnement, beaucoup de monde et surtout beaucoup de plaisir!!! On vous attends! Bonne route! Hi every one, time for

the scale is back, July 13 & 14 2011 at Club Air Modélisme in St-Étienne Québec. Large parking area, lots of people and lots of fun! We'll be waiting for you!!! Have a safe drive! | 2011-317

August 20, 2011 | 2 Days | Festival Aéromodélisme Saguenay | Fun Fly | Aéroport St-Honoré | CLUB AEROMODELISME SAGUENAY INC | André Bergeron | (418) 591-3571 | dreber1@videotron.ca | Vous êtes cordialement invités à venir participer à notre Festival Aéromodélisme Saguenay 'Fun Fly' qui se tiendra à l'Aéroport de St-Honoré les 20 et 21 août 2011, facilités de camping et restaurant sur place. Pour information, contactez André Bergeron au (418) 591-3571 ou dreber1@videotron.ca | 2011-150

September 3, 2011 | 2 Days | Funfly du club Phoenix | Fun Fly | Main Club Field | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | André Pépin | 418-225-4947 | andrepepin87@hotmail.com | Le club d'aéromodélisme les Phoenix invite tous les pilotes à venir voler à leur magnifique terrain de Saint-Jean-de-la-Lande, près de Saint-Georges de Beauce, lors de la fin de semaine de la Fête du Travail soient les 3 et 4 septembre 2011. Bienvenue aux pilotes et à leur famille. Superbe piste en gazon de 600 pieds 'green de golf' pour avions, jets et hélicoptères. Les 15 premières minutes de chaque heure réservées aux hélicoptères. une centaine de pilotes sur place à chaque année! Toilettes, camping sans service et restauration sur place. Méga feu de camp 'Phoenix', disco mobile. À ne pas manquer!!! | 2011-340

ST. LAWRENCE - J

July 16, 2011 | 2 Days | FunFly Amical CARC Lanaudière 2011 | Fun Fly | St-Liguori Field | CARC LANAUDIÈRE | Pierre Morel | 450 760-9828 | aeropm@videotron.ca | FUN FLY AMICAL au CARC LANAUDIÈRE de ST-LIGUORI Le CARC Lanaudière organise un Fun Fly Amical qui aura lieu les 16 & 17 Juillet 2011 à leur terrain de St-Liguori. Il sera possible de camper sur le site si les conditions du terrain le permettent. N'oubliez pas d'apporter vos Avions de Combat Électriques. Coordonnées GPS N46.013, W73.575. Pour informations : Pierre Morel 450 760-9828 ou aeropm@videotron.ca Le CARC Lanaudière est sur Facebook | 2011-259

July 23, 2011 | 2 Days | Amidair IMAC 2011 | Competition | Main Club Field | CLUB AMIDAIR INC | Guglielmo Teoli | 514-942-3923 | elmo@infotsr.com | Le Club Amidair s'invite la bienvenu à tous pilotes pour une compétition IMAC qui aura lieu le Samedi 23 et Dimanche le 24 Juillet 2011. Cout \$40.00 Club Amidair welcomes all pilots to an IMAC competition on Saturday July 23 and Sunday July 24 2011. Cost \$40.00 | 2011-429

August 6, 2011 | 1 Day | FUN FLY ANNUUEL | Fun Fly | Main Club Field | CLUB ESCADRON DU RICHELIEU Sorel-Tracy | Robert Thibert | 450-551-3112 | capitainerobert@yahoo.ca | Le CLUB ESCADRON DU

RICHELIEU DE SOREL-TRACY vous invite le 6 août à son FunFly annuel. Venez profiter de notre piste gazonnée de 600'x100'. A l'horaire il y aura démonstrations de vol pour avions et hélicoptères, combats d'avions de type SPAD et aussi test d'habileté pour les pilotes débutants et experts avec de nombreux prix. En plus il y aura une section pour vendre/acheter ou échanger avions, moteurs, radios, etc.... Durant la journée nous servirons blé d'inde, hot-dog, breuvages. Pour information contactez Martin au 450-989-0554 ou James au 450-742-8950 ou visitez notre page Facebook: Escadron du Richelieu. | 2011-430

August 6, 2011 | 2 Days | Funfly annuel | Fun Fly | Main Club Field | CLUB AMIDAIR INC | Claude Vallières | 514-462-1713 | cvallier@videotron.ca | Le Club Amidair aimerait vous inviter à son Funfly annuel les 6 et 7 août prochains. Entrée gratuite, camping disponible sans service. Cantine sur place. Claude Vallières cvallier@videotron.ca | 2011-383

August 6, 2011 | 2 Days | Festival Aérien | Fun Fly | Club Aéromodèles Asbestos | Club Aéromodèles Asbestos | Richard Cloutier / Serge Auger | 819 879-2633 / 819 878-3253 | | Le Club Aéromodèles Asbestos organise son festival aérien les 6 et 7 août. Un service de restauration sera sur place. Il est possible de camper sur le site mais sans service. Vous pouvez arriver sur le site le vendredi. Très belle piste gazonnée, dans un environnement paisible. L'entrée sur le site est gratuite. Bienvenue à tous les pilotes (jets, avions, hélicoptères), on vous attend en grand nombre. Position GPS du site : 45,735N et 71,970W. Pour indication routière, consulter notre site internet au <http://www.clubaeromodelesasbestos.com>. Pour information s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2011-55

August 13, 2011 | 2 Days | IMAC 2011 Asbestos | Competition | Main Club Field | CLUB AEROMODELES ASBESTOS | Yves Lemire | 450-679-0281 | lemire.yves@gmail.com | IMAC 2011 - Le Club Aeromodèles Asbestos, Plaques au 3 premier de chacune des catégories. Basic, Sportsman, Intermediate, Advanced et Unlimited. Coût d'inscription: \$40.00 CD | 2011-272

August 13, 2011 | 2 Days | FESTIVOL 2011 | Fun Fly | Main Club Field | M.A.R.S INC. | Normand Ouellette | 450-668-7711 | festival@clubtransportfob.com | Festival 2011 13 & 14 Août 2011 Visitez le site web du club clubmars.org Camping sur place aucuns services Toilettes seches accomodation hotels dans le secteur voir site ou communiquer avec nous pour informations. svp avisez nous a l'avance Nom et # MAAC Please visit our web site clubmars.org camping on site no service chemical sanitary accomodation on site Hotel accomodation for visitors, see web site contact us for info if needed Please advise of your attendance Name and MAAC# | 2011-397

August 13, 2011 | 2 Days | Festival 2011 |

Calendar of Events



Fun Fly | Main Club Field | M.A.R.S INC.
| Normand Ouellette | 1-800-898-2292 |
festival@clubtransportfob.com | Le Club
M.A.R.S. Inc. vous convie à son Festival 2011
à leur champ régulier au 1195 Cabane Ronde
à Mascouche. Pour de plus amples informa-
tions, communiquez avec Normand Ouel-
lette: festival@clubtransportfob.com The
Club M.A.R.S. Inc. invites you to their Festi-
val 2011 at their main club's field at 1195
Cabane Ronde in Mascouche. For more in-
formation, please contact Normand Ouellette:
festival@clubtransportfob.com | 2011-324

August 26, 2011 | 3 Days | Canadian Nats
2011 | Competition | carc lanaudiere |
CARC LANAUDIERE | Ron Sebag |
5148863272 | ron@sebag.ca | http://www.
nats2011.com/ | 2011-283

SASKATCHEWAN - K

July 16, 2011 | 2 Days | Provincial Rotational
Fun Fly | Fun Fly | Main Club Field | SWIFT
WINGS RC FLYING CLUB INC | Glen Chase
| 306-773-1436 | glen.c@sasktel.net | Sec-
ond rotational provincial fun fly. Big or small
bring them all. This is a two day event, fun for
every one. Saturday evening barbeque if the is
enough willing to have one. Maac rules apply,
IMAA,AMA are welcome. Atleast 20 acres of
open field for parking,camping ,full washroom
facilities(toilet,sink,running water). 15amp
115volt outlets, first come first get. Field will
be open Thursday and Friday for those wish-
ing to come early. Will also have a swap meet
under the big tent, so bring anything you want
to get rid off (oops I meant swap).And also
bring moneys if you want to buy something.
| 2011-276

July 30, 2011 | 1 Day | Wolseley Dam Days
| Air Show/Demo | Wolseley High School |
REGINA WINDY FLYERS INC. | Heinz
Pantel | (306) 781-7400 | hnzuptnl@gmail.
com | This is the second annual exhibition and
fun fly for the community of Wolseley,with
the intent of introducing RC flying to rural
Saskatchewan. The flying field is a well mani-
cured grass field located right behind the local
high school with lots of room for flying. The
Wolseley Dam Day event actually starts on
Friday the 29th of July and ends on August
1st. This is an local annual event with plenty
of family orientated activities throughout the
weekend. | 2011-316

August 27, 2011 | 2 Days | CPPRA CHAM-
PIONSHIP PYLON RACE Meet | Competi-
tion | Main Club Field | HUB CITY RADIO
CONTROL CLUB INC | Richard Molden-
hauer | (306) 242-7102 or cell (306) 290-
5800 | rmoldenhauer@shaw.ca | The Hub
City Radio Control Club of Saskatoon, SK
will host their annual pylon race weekend on
August 27 and 28/11. This is the Canadian
Prairie Pylon Race Association's Champion-
ship Race and the NPPRA District #3's final
points race for the year. Racers from outside
of the CPPRA district are welcome to enter.
MAAC or AMA membership required. Pre-reg-
istration required (send email to event contact

Richard Moldenhauer at - rmoldenhauer@
shaw.ca - indicating the event(s) entered and
entrant's radio frequency for each event prior
to Aug. 25/11. Final registration check-in is
cut-off at 8:30 a.m. each race day. Free
overnight RV and tent camping at flying site.
Food concession will operate both days with a
free breakfast @ 8:00 to 8:30 a.m. and free
lunch each day for registered racers. Quickie
500 race on Saturday 9:00 a.m. to 4:00 p.m.
Quarter 40 race on Sunday from 9:00 a.m. to
3:00 p.m. | 2011-367

SOUTH EAST - L

July 2, 2011 | 2 Days | 4th Annual Gord Sil-
ver Memorial Pattern Contest | Competition
| Main Club Field | PINE RIDGE FLYERS
INC. | Harry Ells | (905) 342-2128 | har-
ryells@airnet.ca | Fourth Annual Gord Sil-
ver Memorial Precision Aerobatics Contest on
July 2nd and 3rd, 2011. Registration from
9:30 to 10:00 on Saturday. Flying starts at
10:30 Saturday and Sunday. Lunch will pro-
vided. Entry fee \$ 30.00 | 2011-411

July 16, 2011 | 1 Day | OMFC Summer Fun
Fly | Fun Fly | Main Club Field | OAKVILLE
MFC INC. | Terry Sears | 905-844-4048 |
searst7281@hotmail.com | All Oakville Mil-
ton Flying Club members and family are invit-
ed to come out to our main flying field. Bring
your favourite aircraft. All types of models are
welcome. Enjoy a great day of flying and fun
with your fellow club members. Weather per-
mitting. Food and softdrinks will be avail-
ble. | 2011-237

July 16, 2011 | 1 Day | murray chercover me-
morial fly-in | Fun Fly | Main Club Field |
RC 400 CLUB | jim bisson | 705-389-3316
| jim@bissonmufflers.com | Saturday July
16th fun-fly rain date-17th Muray Chercover
Memorial Fly-in RC 400 Club, Registration
starts at 8.30am Flying 9.30am-5.00pm,
no landing fees,concession, limited camp-
ing-no hookups must be a current member
of M.A.A.C or A.M.A. 700 ft. runway on a
100acre sod farm contact: Jim Bisson 705-
389-3316 or e-mail: jim@bissonmufflers.
com | 2011-180

July 23, 2011 | 1 Day | Pine Ridge Air show /
Fun Fly | Air Show/Demo | Main Club Field
| PINE RIDGE FLYERS INC. | Jeff Gur-
debeke | (905) 797-2383 | procam.248@
gmail.com | Pine Ridge Radio Controlled
Flyers 2011 Air Show on Saturday July 23,
2011, Rain Date Sunday July 24, 2011.
from 10:00 to 4:00 pm. Food and drink will
be available. Free Admission. Directions:
County Road 45 north of Cobourg, Ontario
to Beagle Club Road. North on Beagle Club
Road to field on right. | 2011-412

August 6, 2011 | 2 Days | Kawartha Clas-
sic Scale | Competition | Main Club Field
| KAWARTHA LAKES RADIO CONTROL
FLYING CLUB INC | Peter Conquergood
| 705-878-7507 | info@kawarthaclassic-
scale.com | Aug 6-7,2011. RC Scale Con-
test. KAWARTHA CLASSIC SCALE
CONTEST; SOUTHEAST ONTARIO ZONE
SCALE CHAMPIONSHIP; EASTERN CAN-

ADA US SCALEMASTERS QUALIFIER;
and TOP GUN QUALIFIER; all in one great
event hosted by the Kawartha Lakes R/C Fly-
ers. Contest categories will be Fun Scale,
Sportscale, Standoff, Expert and Team Scale.
There will be a separate Southeast Ontario
Zone Championship award. See the MAAC
website for scale rules. MAAC/AMA mem-
bership required. Pre-registration is encouraged.
Visit our web page at www.kawarthaclassic-
scale.com for more information on location,
registration, rules, and accommodation. Sta-
tic Judging ,À Saturday 9 am. Flying starts
Saturday 10:30 and Sunday at 9:00 a.m.
Preregistration Fee, until July 23rd, will be
\$20. Registration after July 23rd will be \$25.
A concession booth will be operated. On-site,
non-serviced camping is allowed. The Kawar-
tha Lakes Flyers field is located about 4 km
east of Lindsay (Hwy 36) at 571 Pigeon Lake
Road (County Road 17). For more informa-
tion, contact Peter Conquergood at (705)
738-6349, or e-mail: info@kawarthaclassics-
cale.com | 2011-300

August 6, 2011 | 2 Days | Kawartha Clas-
sic Scale | Competition | Main Club Field
| KAWARTHA LAKES RADIO CONTROL
FLYING CLUB INC | Peter Conquergood
| 705-878-7507 | info@kawarthaclassic-
scale.com | Aug 6-7,2011. RC Scale Con-
test. KAWARTHA CLASSIC SCALE
CONTEST; SOUTHEAST ONTARIO ZONE
SCALE CHAMPIONSHIP; EASTERN CAN-
ADA US SCALEMASTERS QUALIFIER;
and TOP GUN QUALIFIER; all in one great
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ers. Contest categories will be Fun Scale,
Sportscale, Standoff, Expert and Team Scale.
There will be a separate Southeast Ontario
Zone Championship award. See the MAAC
website for scale rules. MAAC/AMA mem-
bership required. Pre-registration is encouraged.
Visit our web page at www.kawarthaclassic-
scale.com for more information on location,
registration, rules, and accommodation. Sta-
tic Judging ,À Saturday 9 am. Flying starts
Saturday 10:30 and Sunday at 9:00 a.m.
Preregistration Fee, until July 23rd, will be
\$20. Registration after July 23rd will be \$25.
A concession booth will be operated. On-site,
non-serviced camping is allowed. The Kawar-
tha Lakes Flyers field is located about 4 km
east of Lindsay (Hwy 36) at 571 Pigeon Lake
Road (County Road 17). For more informa-
tion, contact Peter Conquergood at (705)
738-6349, or e-mail: info@kawarthaclassics-
cale.com | 2011-301

August 7, 2011 | 2 Days | Oakville Aerotow
| Fun Fly | Main Club Field | OAKVILLE
MFC INC. | Frank Pilih | 416-251-1619 |
frank@virtuhost.com | This year is our 12th
year hosting this event. Each year the size of
sailplanes and tugs continue to get bigger. The
quality of flying has also improved. Although
the last couple of years the weather has had
its way,we still managed to have some great
flying. Come on out and have a look. | 2011-
233

August 13, 2011 | 2 Days | 2011 Oakville Mil-

Calendar of Events



ton Precision Aerobatic Contest | Competition | Main Club Field | OAKVILLE MFC INC. | Jim Eichenberg | (905)-849-9721 | jeichen@idirect.com | 2011 Oakville Milton Precision Aerobatic Contest Hosted by the Oakville Milton Flying Club August 13th and 14th 2011. MAAC Sanctioned event involving all Pattern Classes: Sportsman, Intermediate, Advanced, Masters and F.A.I. Pre-registration by mail, phone or email to the C.D. \$30.00 with a letter of intent or \$45.00 on the day of the contest. Send no money. Pay at the contest. Start time 0900 H Saturday. Registration 0700 to 0830 H Saturday. C.D. Jim Eichenberg (905)849-9721, email: jeichen@idirect.com. Ass't. C.D. Brian Anderson (905) 826-3168 email: banderson@sympatico.ca. Points will be awarded toward the S.E. Zone Championship. Camping is not available at the field. Arrangements can be made to camp at OMFC South field. No Hook Ups. Check with the C.D. if you wish to camp. | 2011-238

August 13, 2011 | 1 Day | George From Memorial War Bird Fun Fly | Fun Fly | Main Club Field | SEATON VALLEY R/C MODEL CORP. | Thomas Russell | 905-426-9475 | mansterrussell01@aol.com | The annual George From Memorial War Bird Fun Fly will be held at the club field on Saturday Aug.13,2011 starting at 9:00am. Directions to the field can be found by going to the club web site www.seatonvalleyrc.ca There is no entry fee however all participants must show their current MAAC or AMA card to fly. Lunch will be available for a nominal fee. All war birds large and small are welcome. Rain date will be Sunday August 14, 2011. Contact person is Thomas Russell MAAC 22036. E-mail address is mansterrussell01@aol.com | 2011-274

August 13, 2011 | 1 Day | Annual Corn Cob Float Fly | Fun Fly | Club pond | BEETON RC FLYERS | Bill Turkington | 705 458-0330 | tspitfireman@primus.ca | Beeton R/C Flyers Annual Corn Cob Float Fly, Saturday August 13th 2011(rain date: Sunday Aug 14th), pilot registration fee \$7.00. Start time 9am at the club pond, 4th concession of Adjala/Tosorontio, Everett, ON. For more information contact-Bill Turkington;705 458 0330, or Rick Byers; 905 729-2167 | 2011-121

August 21, 2011 | 1 Day | Orillia Aero Modellers Fun Fly | Fun Fly | Main Club Field | SIXTH DIVISION FLYERS | Mark Wandel | 705-327-3158 | mark.wandel@sympatico.ca | Come and enjoy a day of flying and Formosa Racing with the Orillia Aero Modellers and the Electric Model Flyers of Southern Ontario. Gas, glow, and electric models welcome. Lunch and refreshments will be available. | 2011-394

August 27, 2011 | 2 Days | TEMAC 2011 Electric Fun Fly | Fun Fly | Main Club Field | TORONTO ELECTRIC MODEL AVIATION CLUB | Michael Rogozinsky | 647-300-7646 | | TEMAC 2011 Electric Fun Fly, Stouffville, Ontario, Saturday and Sunday,

Aug. 27 and 28, 10am to 4pm each day. (≈ 6 km east of the Kennedy Rd and Stouffville Rd intersection.) Pre-Registration - The Fun Fly is limited to a maximum of 40 participants per day, so pre-registration is suggested. Send an email to michael@temac.ca before August 18, 2011 to pre-register. Pre-registered flyers must arrive at the TEMAC field no later than 11am. Cost is \$5 per day for EMFSO members, \$10 a day to non-EMFSO members. Lots of fun flying, prizes, awards, live auction, FREE DRINKS and LUNCH. MAAC Safety Rules apply. MAAC membership required. Pilots' meeting each morning prior to flying. Transmitter/frequency-board control system in place; 5 flyers maximum at a time; Limited parking - arrive early. No maiden flights; No Flight Instruction/training; Buddy-box flying allowed; Spotting strongly recommended. No space nor arrangements for overnight camping. Portable toilet on site. Tentative rain dates: September 3 and 4, 2011. michael@temac.ca | 2011-273

August 27, 2011 | 1 Day | Oakville Milton Flying Club Heli fun Fly | Fun Fly | Oakville Milton Flying Club South Field | OAKVILLE MFC INC. | Jody McConnell | (416)-220-3891 | crj705cpt@hotmail.com | The Oakville Milton Flying Club is proud to host a Heli Fun Fly on Saturday August 27th 2011 at 9am at our South Field. All types of Helicopters are welcome and pilots must be current MAAC or AMA members. Special guests, prizes and cash BBQ lunch. Contact: Jody McConnell (416)220-3891. crj705cpt@hotmail.com | 2011-239

September 3, 2011 | 2 Days | 6th Annual Kawartha Lakes Precision Aerobatic Contest | Competition | Main Club Field | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | Harry Ellis | (905) 342-2128 | harryste@airnot.ca | 6th Annual Kawartha Lakes Precision Aerobatic Contest on September 3rd and 4th, 2011. Registration starts at 8:30 - 9:00 on Saturday. Flying starts at 9:30 on Saturday and 9:00 on Sunday. Lunch will be provided and the entry fee is \$ 30.00 | 2011-410

September 10, 2011 | 1 Day | Ninth Annual Scale Rally | Fun Fly | Main Club Field | LONG SAULT FLYERS | Dave Coutie | 905-723-7500 | dcoutie@rogers.com | LONG SAULT FLYERS NINTH ANNUAL SCALE RALLY SATURDAY SEPTEMBER 10, 2011 (Rain Date September 11) 10:00 AM START Scale and stand-off scale models encouraged but all flight-tested RC models are welcome scale or not. Bring the family along for a fun filled day of non-competitive flying, food and prizes. \$10 entry fee. Current MAAC or AMA membership required to fly (membership card must be presented). Lunch available at the field. For more information please contact Dave Coutie 905-723-7500 or visit our website at www.lsflyers.com | 2011-234

September 24, 2011 | 2 Days | Balsa Beavers 54th Anniversary Event | Competition | Main Club Field | Balsa Beavers MFC

INC. | Chris Brownhill | 416-255-1289 | cbrownhill@sympatico.ca | Sept. 24/25 2011 Balsa Beavers 54th Anniversary Event Location: Centennial Park - Etobicoke (Toronto)Ontario. Saturday Events: Fun-fly, Musciano 1/2 A Event, FAI Combat F2D Sunday Events: 100 Mile Sport Race Marathon (LA .25 Sport Race Rules) Entry Fee for Combat and Marathon: \$ 25.00 (Juniors Free) Starting time: 8:30 AM Contact: Chris Brownhill (Tel: 416-255-1289) email: cbrownhill@sympatico.ca | 2011-242

September 24, 2011 | 1 Day | Oakville Milton Flying Club Scale Fun Fly | Fun Fly | Main Club Field | OAKVILLE MFC INC. | Bill Funnell | (905)-812-5095 | billisfun@rogers.com | Oakville Milton Flying Club welcomes you to a one day Scale Fun Fly on Saturday September 24, 2011 from 9:00am until 4:00pm. All types of Scale Aircraft are welcome to fly or be displayed. There is no landing fee. A current MAAC or AMA membership is required. Food and drinks will be available. For more information, contact Bill Funnell at (905)-812-5095 or email: billisfun@rogers.com See you at the field. | 2011-240

SOUTH WEST - M

July 2, 2011 | 2 Days | Otterville Fun Fly | Fun Fly | Otterville Radio Control Flying Club | Otterville Radio Control Flying Club | Rene Goossens | 519-879-6854 | rnegoossens@execulink.ca | The Otterville Radio Control Flying Club will be hosting their 20th annual fun fly on July 2nd and 3rd. Come and help us celebrate. Flying begins at 10 am daily. The first 100 pilots will receive a free gift. Each time you fly your name will be entered into a draw for one of several aircrafts. WIN \$1000.00 for being the first fixed wing aircraft to fly through our NEW ENLARGED window in our famous red barn. Every pilot will receive a FREE meal after his first flight. Proof of MAAC or AMA is mandatory. Take 401 to Woodstock, go south on Hwy 59 to 165548 New Road. GPS is 42.897100 / 80.595800. Onsite camping, no hook ups. Contact Rene Goossens at 519-879-6854 or www.start.ca/users/g2v3bake/index.html See you there! | 2011-30

July 9, 2011 | 1 Day | Barnstormer Annual FunFly | Fun Fly | Main Club Field | OWEN SOUND BARNSTORMERS R/C MODEL FLYING CLUB | Ken Robinson | 519-371-3457 | ken.e.robinson@gmail.com | The Owen Sound Barnstormer R/C model club invite all glo, gas & electric 2011 Maac members to attend our annual FunFly to be held at Cruickshank's field on Sat. July 11th from 9AM ~ 4PM. No fees, no fuss, just fun and flying. Refreshments available on site. Contact Paul Weitendorf (519)372-1136 pweitendorf@rogers.com or Rob Morrison (519)372-9291 rmorrison7291@rogers.com | 2011-98

July 9, 2011 | 1 Day | 20th Annual Scale Rally | Fun Fly | Forest Lakeside Flyers Club Field

Calendar of Events



- | Forest Lakeside Flyers | Stuart Schroeder | 519 344-1253 & 519 402-1245 on day of event | stuart.schroeder@distributed.net | Saturday July 9, 2011 (Rain Date: Sunday July 10)- Forest Lakeside Flyers 20th Annual 'Scale Rally' at their Proof Line Road Club Field, west off of Hwy #21, approx 4 kms north of Forest Ontario. Refreshments available, no entry fees, great flying site, lots of visitors. Flying 9 am til 4 pm. Contact: Stuart Schroeder 519 344-1253 & 519 402-1245 on the day of the event. | 2011-23
- July 10, 2011 | 1 Day | Mac Rowe Memorial Fun Fly | Fun Fly | Main Club Field | WOODSTOCK RADIO CONTROL FLYING CLUB | Steve Raper | 519 537-1507 | | Woodstock RC Flying Club-Mac Rowe Memorial FunFly July 10 2011 10:00 - 3:00 All types of planes / helis welcome Food booth, pilot draws. Come enjoy a day of flying. No Rain date. Visit our website for more info and directions www.woodstockrcflyingclub.ca | 2011-97
- July 16, 2011 | 2 Days | Wings and Wheels | Air Show/Demo | Sontair Ltd | CHATHAM AERONAUTS | Cliff Russell | 519-352-6108 | cliff.russell@sympatico.ca | Chatham Aeronauts invites you to join us for our 13th Annual Scale Fly-In and Antique Car Show at the Chatham-Kent Municipal Airport. The 75 X 5,000' runway will be shut down for the event. Flying Fri. Sat. & Sun. from 9:00 till 5:00 on both paved and grass runways. NO landing fees! Pre registration on our web site would be appreciated. MAAC/AMA membership is required for all fliers. The Saturday night Steak BBQ will be back in a hanger, cost will be \$20.00 per person for registered pilots/car owners and wives. To register, participants must bring a scale aircraft, flying or static. Jets are welcome! Charging is available as well as on site primitive camping. For more information, contact Cliff Russell at (519) 352-6108 or email cliff.russell@sympatico.ca | 2011-363
- July 23, 2011 | 1 Day | Kincardine Cloudbuster Fun Fly | Fun Fly | Main Club Field | KINCARDINE CLOUDBUSTERS | Andris Freimanis | (519) 396-9074 | freimanis@tnt21.com | Saturday, July 23, 2011 9:00 a.m. to 4:00 p.m. Kincardine Cloudbusters Model Flying Club Fun Fly at their club field, Kincardine and Township Airport (entrance via the 5th Concession). Static and Aerial Model plane displays. Free admission. Food and refreshments available. MAAC membership required. Bring a lawn chair and sunscreen. Rain date is Sunday, July 24. For info contact Andris Freimanis (519) 396-9074 or freimanis@tnt21.com | 2011-381
- July 30, 2011 | 1 Day | 34th. Annual Memorial Scale Rally | Fun Fly | Main Club Field | BLUEWATER R/C FLYERS | Denis Brazeau | 519-542-0075 | deniswilm@gmail.com | The Sarnia Bluewater R/C Flyers invite you to their 34th, annual 'Memorial Scale Rally', on Saturday, July 30th. (rain date Sunday, July 31). Located at our Club Field, 2590 Petrolia Line, 500 metres east of the intersection with Plank Road, flying will start at 10:00am. All Scale Model Aircraft welcome. MAAC/AMA membership is required by all flyers, but 'no fees'. There will be a pilot's choice award for 'Best of Show'. Limited space for camping (no hook-ups) is available for participants. For more information, please contact Denis Brazeau at 519-542-0075 or e-mail deniswilm@gmail.com We hope to see you there. | 2011-200
- August 14, 2011 | 1 Day | Tillsonburg Electric Funfly | Fun Fly | Main Club Field | TILLSONBURG RADIO CONTROL FLYING CLUB | Paul Arthur | 519-842-2943 | aviationrc@sympatico.ca | Tillsonburg radio control flying club invites you to our Electric Funfly. Date is August 14, 2011. Flying starts at 10 am. Food and refreshments are available. Contact Paul Arthur, 519-842-8242. See you there. | 2011-334
- August 20, 2011 | 1 Day | LMAC Heli Fun Fly 2011 | Fun Fly | Main Club Field | LONDON MODEL AIRCRAFT CLUB | Ben Hohner | | ultimaheli@gmail.com | London Model Aircraft Club is proud to present the 2011 Heli Fun Fly. The event will be held at the LMAC club field on Saturday August 20th 2011. The event is open to all pilots of any skill level. Events are planned for the afternoon and there will be a bbq held at lunch time. There is no rain date for this event. | 2011-382
- August 20, 2011 | 1 Day | Forest City Flyers - Memorial Scale Rally | Fun Fly | Main Club Field | FOREST CITY FLYERS INC | Joe Cunningham | 519-666-0194 | Cunningham@execulink.com | Forest City Flyers Memorial Scale Rally - One day event, no entry fee, no rain date, trophies awarded. Camping at the field, no hookups. Come out for a great day of scale flying. Please bring non perishable food items for the food bank. Registration at 8:30am - flying from 9:00am to 3:00pm. | 2011-209
- August 26, 2011 | 3 Days | Model Airshow and Fun Fly | Air Show/Demo | Sky Harbour Airport | Sky Harbour Modelers | Jeff Squire | 519-524-5241 | jeff_squire5@hotmail.com | Sky Harbour Modelers are hosting a Model Airshow and Fun Fly at the Sky Harbour Airport in Goderich. Fly from a 3000' long by 50' wide paved runway or a grass strip. Turbine powered models welcomed. Friday August 26th is a setup and test flight only from 5pm till dusk. The model airshow and fun fly main event will take place on Saturday August 27th from 9am till 5pm. Sunday August 28th is a rain date only. Mostly open flying times except for airshow which goes Saturday from 12:00 till 1pm and also some time periods reserved for turbine models only. Food available on site to purchase. No overnight camping on site, but available nearby. Bring proof of valid MAAC. Contact Jeff Squire at jeff_squire5@hotmail.com or 519-524-5241 for more info. | 2011-96
- August 26, 2011 | 3 Days | Southern Ontario Control Line Championships | Competition | Main Club Field | THE BEAN FIELD FLYERS | Brad LaPointe | 519-683-4087 | bradlf2d@kent.net | The Southern Ontario Control Line Championships (SOCC) will be held August 26th to the 28th. This event is presented by the Balsa Beavers and the Beanfield Flyers. All control line pilots are invited to attend this years championship. Awards will be handed out to 3rd place. Friday's events include 80 MPH combat, Old Time Stunt and LA 25 Sport Race. Saturday will be F2D Combat, Profile Scale and Sport Scale. Sunday will be Profile Stunt and F2B Stunt. All flying is over grass. Your CD is Brad LaPointe, 519-683-4087, email is bradlf2d@kent.net Visit the Balsa Beavers website for directions and more details - www.balsabeavers.ca | 2011-440
- August 27, 2011 | 2 Days | Sun Parlor R/C Flyers Open house and Air Show | Air Show/Demo | Main Club Field | SUN PARLOR R/C INC. | David Doyon | 519 791 -5544 | ddoyon@mnsi.net | Sun Parlor R/C Flyers 3rd annual Air Show and Open House. Experience the excitement of Radio Controlled Airplanes. Activities for the kids and BBQ lunch/Soft drinks available. See www.sunparlorflyers.ca for more details. | 2011-438
- September 3, 2011 | 1 Day | Labour Day weekend fun fly | Fun Fly | Main Club Field | LONDON MODEL AIRCRAFT CLUB | Andy Richardson | | andrewrichardson@rogers.com | How about some flying fun on the Labour Day long weekend. Open Fun Fly with games and prizes, food and beverages will be available. We look forward to meeting members of other clubs for a good time so please join us on Saturday Sept 3 (rain date Sunday Sept 4). | 2011-360
- September 17, 2011 | 1 Day | Dawn Patrol | Fun Fly | Main Club Field | CHATHAM AERONAUTS | Cliff Russell | 352 6108 | rcman@bell.net | The Chatham Aeronauts are pleased to again fly our WW1 Scale Dawn Patrol. A full day of flying of WW1 aircraft of all sizes. \$5.00 landing fee and profit from BBQ lunch go to the Chatham Air Cadet Squadron 294. The emphases is on WW1 era aircraft but all plane are welcome. This is a one day only event with no rain day. Come out and enjoy a quiet day of flying and help out the good works of the local Air Cadet programme. Contact Cliff Russell at rcman@bell.net or call 519 352 6108 | 2011-427
- September 17, 2011 | 1 Day | Forest City Flyers Fun Fly | Fun Fly | Main Club Field | FOREST CITY FLYERS INC | Joe Cunningham | 519-666-0194 | Cunningham@execulink.com | Forest City Flyers - Season Finale Fun Fly - One day event, no entry fee, no rain date. Camping at the field, no hookups. Come out for a day of flying. Everyone welcome!! Remember to bring a non perishable food item for the food bank. Registration at 8:30am - Flying starts at 9:00am until 3:00pm. | 2011-210

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FOR SALE: Krick Glider Kit for the SG38. 1:4 Scale. 2602 mm Wingspan. Offers. finke@sasktel.net (05/11)

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FOR SALE: For sale accumulation of parts and engines, older radios. For list email wlinge@telus.net or phone (250)428-3461 Bill Linge, Creston B.C. (03/11)

FOR SALE: Complete set of RC Scale Jan 1986 -July 1999, also Model Builder July 1988 - October 1996. Offers to dagami@telus.net (03/11)

WANTED: Hitec Eclipse 7 transmitter with Spectra module, must be in perfect condition.....call Fred 705-295-4832

Copies volantes

suite de la page 56

simples et vous n'aurez jamais à vous soucier des séquences inconnues.

Il m'est arrivé d'organiser une mini-séance de formation d'une journée qui consistait à ajuster les maquettes des intéressés et à leur faire essayer la routine Basic; c'est facile et amusant pour les gens qui ont déjà songé à faire le saut mais qui ne savaient pas par où commencer. J'encourage tous les pilotes de l'IMAC à devenir les hôtes de telles journées afin de faire naître l'intérêt et de montrer pourquoi ce volet de notre passe-temps est agréable et qu'on s'y prend au jeu.

Vous pouvez trouver de bonnes ressources au peneloperc.com, mini-iac.org ainsi que chez rccanada.ca (forum d'acrobatie de copies volantes).

Il existe aussi maintenant une application IMAC disponible sur iPad, iPhone ou iPod touch, de sorte à ce que vous n'ayez qu'à appuyer sur une seule touche afin d'y jeter un coup d'oeil. Ce que j'aime la technologie! ✈

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des années, y compris le Super Ringmaster, qui comportait un fuselage bâti. Les Ringmasters Junior et Baby ont été dessinés afin d'accommoder les diminutifs moteurs «A» et «1/2A». Le moins connu Ringmaster Imperial a été mis au point : il s'agissait d'une maquette d'acrobatie à volets dont les ailes d'une surface de 500 pouces carrés avaient été songées en fonction d'acrobatie de précision.

Certains modélistes ont aussi dessiné leur Ringmaster de façon artisana-

le. Un proche ami a converti un Super Ringmaster en bimoteur à l'aide de deux moteurs K&B Combat Special d'une cylindrée de .35. C'était assurément une maquette que l'on devait piloter à deux mains et j'estime que la vitesse de pointe avoisinait les 90 milles à l'heure. Plusieurs spectateurs étaient prudents et se tenaient derrière leur voiture jusqu'à ce que le vol soit terminé; tel était leur respect de ce monstre surpropulsé.

Bien que le Ringmaster ne comportait aucune technique de construction

particulièrement unique, il est arrivé à la bonne époque et à bon prix et il s'est avéré très populaire. Les kits du Ringmaster n'étaient pas aussi bon que ses contemporains, tel le Flite Streak de Top Flite, mais la réputation de l'avoin à titre d'appareil de formation au vol acrobatique a fait en sorte qu'il s'est toujours vendu en plus grand nombre parmi les designs de l'époque.

La construction du Ringmaster était simple et robuste et ces appareils volaient toujours aisément, quel que soit le type de moteur que l'on installait sur le support moteur. Les candidats tout désignés pour cette cellule étaient les Hurricane .24, Fox .35 Stunt, K&B .29 & .35 et les McCoy .29 & .35.

De nos jours, nous célébrons encore l'automne Journée du Ringmaster, alors que les clubs de vol circulaire rapportent le nombre de vols effectués sur chacun de ces appareils, avec comme objectif d'inscrire le plus grand nombre de vol au nom d'une amicale compétition internationale.

Si vous vouliez construire cette maquette historique, des jeux de plans sont encore en circulation et au moins une compagnie la fabrique encore, bien que de légères modifications aient été apportées à la structure afin d'harmoniser la construction à ses méthodes de production.

MERCI!

Vous avez probablement déjà lu la nouvelle voulant que Richard Barlow a quitté la présidence du MAAC. Je fais partie des personnes qui veulent le remercier pour l'appui qu'il a toujours témoigné au vol circulaire, en particulier dans nos projets de compétition internationale, en collaboration avec les organismes CIAM et FAI.

Richard est un modéliste accompli au sein de plusieurs catégories de maquettes et les connaît bien, tant et si bien que bien peu de gens peuvent se vanter d'avoir autant de connaissances. Il fait partie d'une race en voie d'extinction : quelqu'un qui reconnaît que les maquettes d'avion ont leur place dans le vol sportif qu'au sein de la compétition.

J'espère maintenant que Richard prend le temps de revenir à ce qu'il aime au-delà de tout : le vol. Je lui souhaite sincèrement plusieurs années d'implication au sein de notre passe-temps et sport. ✪

WAR BIRDS OVER THE BAY



Burlington Radio Control Modelers

July 23rd & 24th, 2011

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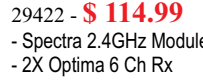


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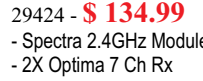
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4.8V - 2700mAh - \$ 29.99	6.0V - 2700mAh - \$ 34.99

700mAh - \$ 34.99 **FREE SHIPPING***
1100mAh - \$ 44.99
2700mAh - \$ 49.99

CHARGERS **FREE SHIPPING***

Passport Ultra AC/DC Charger/Cycler [DYNAMITE]
DYN4064 - \$ 129.99
- Integrated 1-6S Balancer
- 8 Amp charge/5 Amp discharge
Charge: 1-6S Lithium & 1-14 NiCd/NiMH

Passport AC/DC Li-Po [DYNAMITE]
DYN4066 - \$ 64.99
- 1-5 amp charge rates
- Charge 2-6S Li-Po/Li-Fe
- Integrated 1-6 Li-Po balancer

80 Watt AC/DC Multi-Chemistry Charger [E-FLITE]
EFLC3025 - \$ 139.99
Charge: 1-6S Li-Po/1-15 cell NiMH
- 0.1-6.0 Amp charge rate
- 0.1-2.0 Amp discharge rate
- Memory storage for 10 battery profiles

Triton 2 EQ [GREAT PLANES]
GPMM3156 - \$ 199.99
Charger, Cycler, Balancer
- Charge up to 6S Li-Po up to 24 cells NiCd/NiMH
- Charge up to 8.0 Amps

Triton EQ [GREAT PLANES]
GPMM3155 - \$ 129.99
AC/DC Charger w/Balancer/LCD
- Built in Balancing for 1-6S Li-Po, Li-Ion, or LiFe Cells
- Charge 1-14 Cell NiMH, NiCd Batteries
- Charge rate from 100mA to 5 Amps (1C for Lithium)

TP610C AC/DC CHARGER [THUNDER POWER] **ALL-IN-ONE-CHARGER**
THP610C - \$ 119.99
Charger, Discharger w/Balancer
- 1 to 14 cells NiCd/NiMH
- 1 to 6 cells Li-Ion/Li-Po/A123
- 0.25 to 10.0 Amp

LITHIUM BATTERIES **FREE SHIPPING***

FlightPower **EONX LITE**

350mAh 2S 7.4V - \$ 17.99	350mAh 3S 11.1V - \$ 23.99
800mAh 2S 7.4V - \$ 24.99	800mAh 3S 11.1V - \$ 33.99
1300mAh 2S 7.4V - \$ 27.99	1300mAh 3S 11.1V - \$ 39.99
2100mAh 2S 7.4V - \$ 39.99	2100mAh 3S 11.1V - \$ 51.99

EONX 30

1200mAh 2S 7.4V - \$ 29.99	1200mAh 3S 11.1V - \$ 41.99
2200mAh 2S 7.4V - \$ 44.99	2200mAh 3S 11.1V - \$ 61.99

ADHESIVES **FREE SHIPPING***

Mercury Adhesives

Epoxy 8oz
5 min. 15 min.
\$ 12.99 each

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Available in thin, medium, thick

Individual CA Bottles
1oz - \$ 5.99
2oz - \$ 9.99

CA Deal
Buy 3 - 2oz bottles for **\$ 24.99** (\$ 8.33 each)

JR **RADIOS 2.4 GHZ** **FREE SHIPPING***

X9503 2.4GHz DSMX
- 50 Model Memory
- Backlight Screen
- R921 Receiver
JRP2930X - AIRCRAFT **\$ 549.99**
JRP2935X - HELI **\$ 549.99**

11X 2.4GHz DSMX
- 11 Ch
- 30 Model Memory
- 2048 Resolution
- Backlight Screen
- R921 Receiver
- Auto Assign
- Switch Selection
JRP1100X - **\$ 749.99**

12X 2.4GHz DSMX
- 12 Ch
- 50 model memory
- 3 Model Types
- Spektrum DSM/DSM2 2.4GHz Technology

JRP1200X - **\$ 1499.99**
- 12X 2.4GHz Tx w/R1221 2.4GHz Rx
JRP1210X - **\$ 1499.99**
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JRP12TXX - **\$ 1249.99**
- 12X 2.4GHz Tx only

FREE SHIPPING*

RADIOS DSMX **SPEKTRUM**

DX5e Radio DSMX
SPM5510 - \$ 99.99
- Basic 5 Ch 2.4GHz DSMX Radio
- AR500 Full Range Receiver
- Delta Wing Mixing; - Hi/LO Rates
DX5e Transmitter only - \$ 59.99

DX6i Radio DSMX
SPM6610 - \$ 209.99
- Full Range 2.4 GHz DSMX Radio
- Airplane and Heli Programming
- 6 Channels; - 10 model memory
- AR6200 Receiver
DX6i Transmitter only - \$ 159.99

DX8 8Ch Radio DSMX
SPM8800 - \$ 429.99 each
- 30 model memory
Incl: AR8000Rx; TM1000 Telemetry Module; Backlit Screen

RECEIVERS

AR6300
SPM6300 - \$ 49.99
- DSM2 6 Ch Rx
- Weighs only 2 grams

AR500
SPMAR500 - \$ 59.99
- 5 Ch Receiver

AR600
SPMAR600 - \$ 59.99
- 6 Ch Receiver

AR6115 DSMX Rx
\$ 49.99 each
SPMAR6115 - top pins
SPMAR6115E - end pins

AR6210 DSMX Rx
SPMAR6210 - \$ 79.99
- 6 Ch DualLink Rx

SERVO

Digital Servo Programmer
SPMDSP - \$ 22.99

DSP60
SPMDSP60 - \$ 16.99

DSP75
SPMDSP75 - \$ 15.99

Sport Digital Aircraft
SPMSA6000 - \$ 29.99

Digital Aircraft
SPMSA6010 - \$ 39.99

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SPMSA6020 - \$ 44.99

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SPMSA6030 - \$ 84.99

Mini Digital Heli
SPMSH5000 - \$ 54.99

Hi-Speed Digital Heli
SPMSH6040 - \$ 79.99

AR6300 Nanolite Flight Pack
SPM6300F - \$ 99.99
- AR6300 Rx
- 4-DSP60J Servos

Deluxe Transmitter Case
SPM6701 - \$ 59.99
- Custom fit for deluxe radios

AR6255 DSMX Carbon Fuse Rx
SPMAR6255 (6Ch) - \$ 79.99

AR7010 DSMX 7Ch Rx
SPMAR7010 (7Ch) - \$ 89.99

AR7110 DSMX 7Ch Heli Rx
SPMAR7110 - \$ 149.99

AR7110R DSMX 7Ch Heli Rx
SPMAR7110R - \$ 219.99
- with Rec Limiter

AR7610 DSMX 7Ch Hi-Speed Rx
SPMAR7610 - \$ 119.99

AR8000 DSMX 8Ch Rx
SPMAR8000 - \$ 129.99

AR10000 DSMX 10Ch Rx
SPMAR10000 - \$ 169.99

Remote Rx DSMX
SPM9645 - \$ 34.99

4YF 2.4GHz
FUTK4200 - \$ 99.99
- 4 Ch Radio System
- R2004GF Receiver

6EX 2.4GHz
FUTK6900 - \$ 219.99
- 6 Ch Computerized Radio
- R617 6 Ch Rx;
- 6 Model Memory
FUTK6901 - \$ 259.99
- R617FS 6 Ch Rx
- 4-S3004 Servos

7C 2.4GHz
- 7 Ch Computerized Radio
- Incl: R617FS Rx & 4-S3152 Servos
FUTK7000-Aircraft **\$ 349.99 each**
FUTK7001-Heli

8FG Super 2.4GHz
- 14 total transmitter channels
- 20 model memory
- R6208 8 Ch Rx
- Backlit LCD screen
FUTK8010-Aircraft **\$ 479.99 each**
FUTK8011-Heli

10CAG/10CHG
- 10 Ch Radio now with Integrated 2.4GHz
- Incl: R6014HS Rx
FUTK9255-Aircraft **\$ 649.99 each**
FUTK9256-Heli

Futaba **FAST** **FREE SHIPPING***

(Advanced Spread Spectrum Technology)
* Full Range 2.4GHz System

12FG 2.4GHz
- R6014FS Rx
- 1700mAh Tx Battery
- 1500mAh Rx Battery
FUTK9275-Aircraft **\$ 999.99 each**
FUTK9276-Heli

12Z 2.4GHz
FUTK9300 - \$ 1499.99
- 12 Ch Computerized Radio
- Incl: R6014FS Rx

14MZ 2.4GHz
FUTK9400 - \$ 2299.99
- 14 Ch Computerized Radio
- Incl: R6014FS Rx

FAAST RECEIVERS

R6004FF FUTL7624 \$ 49.99	R617FS FUTL7627 \$ 89.99	R6014HS FUTL7645 \$ 179.99
R616FFM FUTL7626 \$ 59.99	R6008HS FUTL7639 \$ 139.99	R6106HF FUTL7650 \$ 59.99

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35cc 7-Cylinder Radial 4-Stroke Glow Engine



EVOE735

\$1,199.99

- Bore: 18 mm
- Stroke: 20 mm
- RPM Range: 1300 - 6500 RPM
- Weight: 3.1 lbs
- Prop Range: 2 blade 16x8, 17x8, 18x6, 18x8



OS .91HZ-R Speed 3C Red w/61F or 3D Black w/61G



OSM91HZR3D
\$499.99

OSM91HZR3C
\$499.99

- Bore: 27.7 mm
- Stroke: 24.8 mm
- RPM Range: 2000 - 15,500 RPM
- Weight: 21.27 oz
- Crankshaft Size: 5/16-24



Mr Mulligan Sport Scale EP ARF



GPM1485

\$199.99

- Wingspan: 52.5 in
- Length: 41.5 in
- Wing Area: 441 sq-in
- Weight: 5.25 - 5.75 lbs
- Wing Loading: 27 - 30 oz/sq ft
- Radio Requirements: 4 channel minimum
- Electric Motor Requirements: 42-50-800kV outrunner brushless



Super Sportster BL EP RrR ARF



GPM6006

\$129.99

- Wingspan: 40 in
- Length: 32.5 in
- Wing Area: 267 sq-in
- Weight: 20 - 22 oz
- Wing Loading: 10.8 - 11.5 oz/sq ft
- Radio Requirements: 4 channel
- Battery Requirements: 1250 - 1300 mAh 3 cell lipo



Ultra Micro UMX Sbach 342 BNF



EFLU4180

\$169.99

- Wingspan: 17 in
- Length: 16.6 in
- Wing Area: 65 sq-in
- Weight: 1.95 oz
- Wing Loading: 4.2 oz/sq-ft
- Radio Requirements: 4 ch w/expo & dual rates



RealFlight Expansion Pack 8



GPMZ4118

\$35.99

- 11 New Airplanes
- 3 New Rotary Wings
- 3 New Flying Sites
- A New Quadcopter
- Requires the RealFlight simulator



6J 2.4GHz 6ch w/SFHSS R2--6GS



FUT6J24

\$179.99

- Channels: 6 ch
- Modulation: S-FHSS
- Band: 2.4 GHz
- Receiver (included): R2006GS
- Model Memory: 15
- Receiver Weight: 8.3 g
- TX & RX only



DX7S Air 2.4GHz System w/Telemetry/AR8000 Rx



SPM7800

\$299.99

- Channels: 7 ch
- Built-In Telemetry
- Band: 2.4 GHz
- Receiver (included): AR8000
- Model Memory: 20
- Extensive Airplane & Helicopter Programming

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