

# Model Aviation

## CANADA

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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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# Model Aviation

## CANADA



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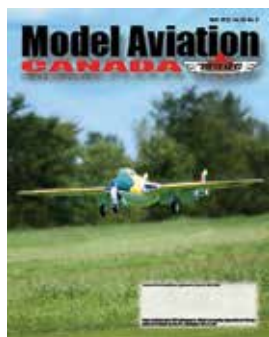
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Francois Lamarre's 96" wing span DH-100 Vampire. It is scratch built from Kerry Sterner plans, weighs 26 lbs, and is powered by a JetCat P-80 turbine.

Photo by Bob Forest

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# President's Report



Ron Dodd 57326  
President  
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This past year has been a challenging one for MAAC and a great learning experience for your President.

During the course of the year, we discovered some continuing issues that were having a negative impact on our financial situation, and the Executive Committee made the conscious decision to introduce some basic fundamental changes to the way in which we approach the 'piggy bank.' We effected some positive changes in the office with changes to staffing, the phone system, the number of employees and hours worked.

Through this, we questioned where and why we spend MAAC's money. The thinking was to examine expenditures against what we get in return... Bang for the buck, so to speak.

We are now experiencing a high level of co-operation and efficiency in the office. There have been many e-mails and phone calls from our members thanking the office staff for being right on top of things.

Membership renewals and club registrations are going out very quickly, and I would like to say thank you to the office staff, Linda and Rivka for their continued efforts.

Our Database / Website Committee has made huge strides in readying our system for the next step, and we are now in the process of testing the new database system at the office.

In the near future, we will see a new web page, and auto-fill renewal forms for

members and clubs. This will increase the efficiency on the administration side, and contribute to overall cost reduction.

We owe a huge thank you to the Computer Committee for this effort.

At the beginning of the year, we developed a budget that met with Board approval. It was conservative in its approach to member fee income, and we did our best to stick to it.

During the year, it became apparent that a continued gentle but steady effort by zone directors and members was having a positive effect on growth.

Consequently, our income was slightly better than predicted. Efforts to remain within budgeted expenditures were not deviated from and the result was we would have been on the plus side, financially, without a membership fee increase.

With this type of careful management, we were able to lower our expenditures by over 15% which may not sound like much, but it was, in real figures, well over \$100 000. Consequently, MAAC is no longer operating in a deficit situation.

The President's Strategic Planning Advisory Group was formed to bring together a panel of participants who are charged with rationally discussing issues concerning Governance. Our by-laws now require an update in order that we can conform to the new Corporations Canada guidelines for non-profit organizations that will come into effect in 2014. This will enable us to carry on our business in a fashion that is compatible with the computer age.

These changes will necessitate constant input and directional advice from our Constitution Chair, as well as from our

corporate lawyer.

Our founding members did not take this type of change into account because computers as we know them did not exist until more than 40 years after MAAC was incorporated.

I have charged the President's Strategic Planning Advisory Group with examining procedures, and where there is no proper procedure, they are to present to the Executive, and to the Board viable alternatives for a solution.

Where there ARE procedures in place, they are charged with presenting to the Executive and the Board choices on methods to ensure they are followed, and a method of making sure there are consequences when they are not.

We are looking into having a second physical meeting of the Board at the half-way mark in the year, and quarterly Board meetings, making use of a new conference system we implemented this past year. I believe this will keep the Board engaged and that it will make our journey into the future much easier.

I have not been looking for the magic bullet to instantly 'fix' our operational issues, but have chosen to take a path of small incremental steps so we, as an organization, continue down the road to being tempered by, and compliant with, our own policies and procedures. Without following the rules we set forth for ourselves, we risk being an association that is subject to personal agendas and goals of a few.

I see a bright, vibrant future for us, and we will continue to be a relevant part of the overall model aircraft hobby, and an organization that our members are proud to be a part of. ✈

## Mot du président



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

La dernière année a comporté sa part de défis pour le MAAC et l'expérience a été tout un apprentissage pour votre président.

En cours d'année, nous avons découvert des problématiques qui affectaient négativement notre situation financière et le Comité exécutif a résolument décidé d'apporter des changements fondamentaux afin de protéger notre tirelire. Nous avons apporté des changements positifs au sein du bureau

: personnel, système téléphonique, nombre d'employées et les heures de travail.

En cours de route, nous nous sommes interrogés sur où et pourquoi nous dépensons l'argent du MAAC. Ce à quoi nous étions en train de songer, c'était que nous allions examiner les dépenses par rapport à ce que nous obtenions en retour... Nous voulions en avoir pour notre argent, pourrait-on dire.

Nous avons constaté un nouveau niveau de coopération et d'efficacité dans le bureau. Plusieurs courriels et appels téléphoniques de la part de nos membres remer-

ciaient le personnel d'être «sur le piton».

Les renouvellements des membres et l'inscription des clubs sortent très rapidement et j'aimerais remercier le personnel du bureau, Linda et Rivka pour les efforts que toutes deux ont déployés.

Notre Comité de base de données / site Web a abattu beaucoup de boulot en préparant notre système pour la prochaine étape; nous sommes maintenant en train de mettre à l'épreuve notre système de base de données au bureau.

Dans un avenir rapproché, nous verrons

*suite à la page 6*



Above: The 2012 MAAC Executive, from left, Roy Rymer, Linda Patrick, President Ron Dodd, Past President Richard Barlow, Vice-President Claude Melbourne and Régis Landry. Top Right: The board listens to a presentation from Business Plan Chair Geoff Strotmann. Right: Zone C Director Steve Hughes makes a point during the Board meetings.

Ci-haut : L'exécutif 2012 du MAAC. De g. à dr. : Roy Rymer, Linda Patrick, Ron Dodd (président), Richard Barlow (président sortant), Claude Melbourne (vice-président) et Régis Landry. En haut à dr. : Le Conseil de direction écoute une présentation du président du Comité du plan d'affaires, Geoff Strotmann. À dr. : Steve Hughes, directeur de la zone C, fait valoir son point au cours des réunions du Conseil de direction.

## Mot du président

suite de la page 5

apparaître une nouvelle page Web et des formulaires que pourront remplir en ligne nos membres et clubs. Ceci augmentera l'efficacité administrative et contribuera à la réduction des coûts.

Nous devons lancer un énorme merci au Comité de l'informatique pour l'effort déployé.

Au début de l'année, nous avons conçu un budget qu'a approuvé le Conseil de direction. Celui-ci était conservateur relativement aux revenus qu'allaient générer les renouvellements de membres et nous avons fait de notre mieux afin d'y adhérer.

Au cours de l'année, il nous a semblé que l'effort doux mais soutenu de nos directeurs de zone et de nos membres donnait un effet positif sur notre croissance.

Conséquemment, nos revenus ont affiché un bilan légèrement plus positifs que ce qui avait été prévu. Nous n'avons aucunement dévié des dépenses que nous avions calculées et le résultat a été que même sans une augmentation de la cotisation des membres, nous aurons affiché un bilan positif.

Grâce à cette gestion prudente, nous avons réussi à réduire nos dépenses de 15 %. Cela pourrait sembler peu mais en vrais dollars, il s'agit de plus de 100 000 \$. Conséquemment, le MAAC ne fonctionne plus en situation de déficit.

Le Groupe consultatif de planification

stratégique du président a été formé afin de rassembler un panel de participants chargés de discuter des problématiques de façon rationnelle, relativement à la gouvernance. Nos statuts et règlements (by-laws) exigent une mise à niveau afin que nous nous conformions aux nouvelles lignes directrices de Corporations Canada, de nouvelles directives à l'intention des organismes sans but lucratif qui seront appliquées à compter de 2014. Cela nous permettra de poursuivre la bonne marche des affaires de façon qui soit compatible avec l'ère informatique.

Ces changements nécessiteront des conseils et directives de la part du président du Comité de la charte (Constitution), de même que de la part de notre avocat spécialisé en sociétés.

Nos membres fondateurs ne pouvaient anticiper de tels changements puisque les ordinateurs que nous connaissons aujourd'hui sont arrivés plus de 40 ans après l'incorporation du MAAC.

J'ai chargé le Groupe consultatif de planification stratégique du président d'examiner les procédures; s'il n'en existe pas, ses membres doivent présenter des alternatives faisables au Comité exécutif et au Conseil de direction.

Lorsqu'il y a des procédures, les membres du même comité spécial devront présenter à l'exécutif et au Conseil de direction des choix de méthodes afin que nous nous assurions qu'elles soient suivies. Si

quelqu'un y déroge, le même comité spécial devra s'assurer qu'il y a des conséquences, aussi.

Nous songeons à instituer une deuxième réunion au cours de laquelle les membres du Conseil de direction se rencontreront physiquement à mi-chemin au cours de l'année et des rencontres aux trois mois grâce au nouveau système de conférence que nous avons mis à l'essai au cours de la dernière année. Je crois que les membres du Conseil d'administration se sentiront davantage consultés et que cela facilitera de beaucoup notre passage aux méthodes de l'avenir.

Je n'ai pas recherché la proverbiale balle magique qui nous permettrait de tout réparer sur le plan opérationnel; j'ai plutôt opté pour la politique des petits pas de sorte à ce que notre organisme réponde et se conforme à nos propres politiques et procédures. Si nous ne le faisons pas, notre association deviendrait alors la proie de quelques personnes qui ont un ordre du jour caché ou qui veulent uniquement atteindre leurs propres objectifs.

J'entrevois un avenir brillant, pour ne pas dire brillant. Nous entendons demeurer un intervenant tout ce qu'il y a de plus pertinent au sein du passe-temps que sont les maquettes d'avion et à titre d'organisme dont nos membres peuvent être fiers.

✈



## Bob Corner 1937-2012

Bob passed away January 22nd after a three-year battle with Cancer, facing his final journey with courage and a positive attitude.

Bob was the chief instructor of the Bay of Quinte Aeromodellers and was determined to carry on as long as he could. He was an example to all members of our club of how to live our lives with dignity and to seize the day. Bob, and his wife Jackie, were involved in flying for many years.

He was one of the original members of our club and located our current flying field back in 1984. It was his love of flying and dedication to the club over many years that led the club to name the Bob Corner Airfield after him. Bob is missed by all.

John Ferguson  
BQAC Secretary

Bob s'est éteint le 22 janvier après un combat de trois ans contre le cancer. Il a affronté son dernier voyage avec courage et une attitude positive.

Bob était l'instructeur en chef chez les Bay of Quinte Aeromodellers et il avait résolu de poursuivre sa vie aussi longtemps que possible. Il a été un exemple auprès de tous les membres de notre club sur la façon de vivre notre vie avec dignité et de profiter de tout ce qui passait. Bob et son épouse Jackie ont été impliqués au sein de notre passe-temps pendant plusieurs années.

Bob était l'un des membres originaux de notre club et il avait trouvé notre terrain actuel en 1984. Compte tenu de son amour des avions télécommandés et de son dévouement de tant d'années auprès du club, les membres ont décidé de nommer le terrain Bob Corner Airfield en son honneur. Tout le monde va s'ennuyer de lui.

John Ferguson  
Secrétaire du BQAC



## Gerry Sylvestre

Gerard (Gerry) Sylvestre passed away on Feb 17th after a long battle with cancer. Gerry was a well known modeller/jet flier from Bonnyville, Alberta. He had an unwavering passion and dedication to modeling R/C aircraft.

He was an active modeller for more than 50 years and learned to fly RC using early single channel and reed systems.

Always looking for new challenges, Gerry was frequently the first to take advantage of new technology as it became available. Although Gerry flew all types of models, large gas planes, and turbines were his favorites. Gerry loved the speed and excitement of turbine flying immensely.

He would never refuse the opportunity to set up a jet on his kitchen table to demonstrate them to family and friends. He often traveled to jet events in the USA to see what was new and talk with fellow modellers.

Gerry was predeceased by his loving wife, Pauline, whom he missed very much. He is survived by 5 children, numerous grandchildren and great grandchildren, 3 brothers and 2 sisters. Gerry will also be greatly missed by the Bonnyville area modeling community and all the jet fliers in Alberta and BC.

Submitted by; Bruce Bender, Dave Reddecliff

Gérard (Gerry) Sylvestre est décédé le 17 février après une longue lutte contre le cancer. Il était un modéliste/pilote réputé de jets à Bonnyville (Alberta). Il avait une passion et un dévouement sans limites pour les maquettes d'avions télécommandés.

M. Sylvestre a été un modéliste actif pendant plus de 50 ans et il a appris à piloter des maquettes télécommandées à l'aide des vieux émetteurs à une seule voie et systèmes de type reed.

Il était de ceux qui recherchaient toujours un nouveau défi. Gerry était souvent le premier à épouser une nouvelle technologie aussitôt que celle-ci devenait disponible. Bien qu'il aimait piloter toutes sortes de maquettes, ses préférées demeuraient les petits-gros à moteur à essence et les jets à turbine. Gerry adorait la vitesse et l'excitation que lui procuraient ses maquettes à turbine.

Il ne refusait jamais une quelconque occasion d'assembler un jet sur sa table de cuisine et d'en faire la démonstration à sa famille et à ses amis. Il se déplaçait souvent à des rassemblements de jets aux États-Unis afin de jeter un coup d'oeil aux nouveautés et de pouvoir parler à des collègues modélistes.

Sa femme bien-aimée Pauline l'a précédé dans la tombe et il s'ennuyait beaucoup d'elle. Lui survivent maintenant ses cinq enfants, plusieurs petits-enfants et arrière-petits-enfants, trois frères et deux sœurs. La communauté de modélistes de Bonnyville s'ennuie déjà de lui, ainsi que tous les pilotes de jets de l'Alberta et de la Colombie-Britannique.

Soumis par : Bruce Bender, Dave Reddecliff





# 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 _____
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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 _____
Warning Sign / pancarte d'avertissement .....	\$ 5.00 _____
Cub Kit (minimum 5) .....	\$ 6.00 _____
Medallions/ Médailles (specify Qty/ quantité) .....	\$ 6.00 _____

Gold/or     Silver/argent     Bronze  
 10K Gold MAAC Ring/ Bague en or 10k (specify size/grandeur)

Please contact the office for current pricing /  
 Bien vouloir communiquer avec notre bureau pour le prix courant

Pictures available at [www.maac.ca](http://www.maac.ca) under MAAC E-Store / Photos disponibles sur le site web [www.maac.ca](http://www.maac.ca) sous la rubrique Magasin.

Shipping at Cost/ Frais de poste au prix coûtant .....

_____	\$ _____
<b>Subtotal/Total Partiel</b> .....	<b>\$ _____</b>
GST/TPS 5% for/pour PE, QC, MB, SK, AB, NT, YT, NU .....	\$ _____
HST/TVH: 13% for/pour NS, NB, NF, ON .....	\$ _____
HST/TVH: 12% for/pour BC .....	\$ _____
<b>TOTAL:</b> .....	<b>\$ _____</b>

Payment/Paiement:  Cheque Enclosed (payable to MAAC) / Inclus (paiement chèque à MAAC) Total Amount: \$ \_\_\_\_\_  
 VISA  MC Card # \_\_\_\_\_ Expiry \_\_\_\_\_ / \_\_\_\_\_

Signature: \_\_\_\_\_

MAIL FORM TO / POSTEZ AUX:

**Model Aeronautics Association of Canada / Modélistes Aéronautiques Associés du Canada**  
**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.

# MEMBERSHIP APPLICATION 2012



Model Aeronautics Association of 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  
 Toll Free 1-855-FLY-MAAC or 1-855-359-6222

## Personal Information

MAAC # \_\_\_\_\_ NEW MEMBER?  Yes  No Occupation \_\_\_\_\_  
 Birthdate: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Language  E  F  
Birthdates are required for verification of member type and kept confidential  
The organization requests occupation for demographic purposes however MAAC is a volunteer based organization and on occasion will access information provided by members to seek help in various aspects of its operation. If you do not want to be contacted by the organization you may wish to leave the occupation section blank.

Name : \_\_\_\_\_  
First Initial Last

Address : \_\_\_\_\_  
Street, Avenue, Blvd, etc. Unit / app #

City: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

TEL: Home \_\_\_\_\_ FAX: \_\_\_\_\_ EMAIL: \_\_\_\_\_  Please check here if you do not wish for the organization to contact you by email  
 TEL: Work \_\_\_\_\_ FAX: \_\_\_\_\_ EMAIL: \_\_\_\_\_

Except as set out in our Privacy Policy, we will not disclose any personally identifiable information without your permission unless we are legally entitled or required to do so or if we believe that such action is necessary in relation to a claim made under our insurance policy that involves you. Your disclosure of your email address or occupation is voluntary. By so disclosing, you consent to MAAC contacting you for such purposes (see policy manual "Privacy") in relation to the organization as it deems appropriate, including to seek your help as a volunteer in areas in which you may have a particular expertise.

I am a resident of:  Canada  United States (provide AMA number to verify status)  Other Country

MAAC CLUB AFFILIATION: \_\_\_\_\_

How did you become aware of MAAC?

Friend  Family  Club  Radio/TV  Web  Hobby Show \_\_\_\_\_  Hobby Shop \_\_\_\_\_

Interest Category (please check all that apply)

Sport (just for fun)  R/C Scale  SAM (Society of Antique Modelers)  R/C Scale Combat  R/C Float Plane  R/C Open Combat  
 R/C Boat  CL Precision Aerobatics  R/C Precision Aerobatics  Control Line  R/C Helicopter  Free Flight Outdoor  
 R/C Scale Aerobatics  Electric Aircraft  R/C Pylon  R/C Jet  Turbine  R/C Sailplane  Free Flight Indoor  
 R/C Scale Sailplane  R/C Car  Rocket  R/C Giant Scale  R/C Indoor

Primary Interest: \_\_\_\_\_ Do you compete in any of the above categories?  YES  NO  
 If Yes, What Event ? \_\_\_\_\_  Local  Regional  National  International (W/C Competitors use FAI designation)

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

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.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
(parent or guardian must sign if applicant is under the age of 18 and agrees to provide the appropriate supervision to the applicant)

**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.  Check here if you do not want to receive the crest.

## Base Fees Are Open \$80 Or \$216 - Junior \$10 Or \$21 • Fees shown below include applicable GST or HST

### CURRENT YEAR FEES ARE NON-REFUNDABLE

Bi-monthly publication is supplied to members commencing at renewal or date joined

Member Type	1 Year (2012) Jan 1 - Dec 31/12	18 months (2012) Sep 1 - Dec 31/13	3 Years (2012) Jan 1 - Dec 31/14
<b>ON, NB, NL</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$90.40	\$90.40	\$244.08 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$11.30	\$11.30	N/A
Junior Member (Includes Magazine)	\$23.73	\$23.73	N/A
<b>BC</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$89.60	\$89.60	\$241.92 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$11.20	\$11.20	N/A
Junior Member (Includes Magazine)	\$23.52	\$23.52	N/A
<b>NS</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$92.00	\$92.00	\$248.40 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$11.50	\$11.50	N/A
Junior Member (Includes Magazine)	\$24.15	\$24.15	N/A
<b>PE, QC, MB, SK, AB, NT, YT, NU</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$84.00	\$84.00	\$226.80 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$10.50	\$10.50	N/A
Junior Member (Includes Magazine)	\$22.05	\$22.05	N/A

Membership Option Amount	_____
<input type="checkbox"/> I wish to make a Donation to:	_____
Team Travel Fund	_____
Competition Fund	_____
Flying Field Protection Fund	_____
Public Relations	_____
Other (Specify)	_____
<b>Total</b>	_____
Method of Payment: <input type="checkbox"/> VISA <input type="checkbox"/> Mastercard <input type="checkbox"/> Cheque Enclosed	
Card #	_____
Exp.: _____ / _____	
Payment Signature: _____	
<b>Please allow 3 - 5 weeks for application to be processed October through April.</b>	



# DEMANDE DE PERMIS DE MODÉLISTE 2012

Les 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  
Numéro sans frais 1-855-FLY-MAAC or 1-855-359-6222



## Information personnelle

MAAC # \_\_\_\_\_ NOUVEAU MEMBRE?  Oui  Non Emploi \_\_\_\_\_

Date de naissance: \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Langue  A  F  
Date de naissance requise pour vérification, renseignements confidentiels

Nom: \_\_\_\_\_  
Prenom \_\_\_\_\_ Initiale \_\_\_\_\_ Nom \_\_\_\_\_

Adresse: \_\_\_\_\_  
Rue, chemin, etc. \_\_\_\_\_ Unit / app # \_\_\_\_\_

Ville: \_\_\_\_\_ Province: \_\_\_\_\_ Code Postal: \_\_\_\_\_  Veuillez cocher ici si vous ne voulez pas recevoir des messages du MAAC par courriel

TEL: résidentiel \_\_\_\_\_ FAX: \_\_\_\_\_ courriel: \_\_\_\_\_

TEL: travail \_\_\_\_\_ FAX: \_\_\_\_\_ courriel: \_\_\_\_\_

Hormis ce qui est contenu dans notre politique de confidentialité, nous ne divulguons aucune information personnelle identifiable sans votre permission, sauf si nous sommes légalement autorisés ou requis de le faire ou si nous croyons qu'une telle action est nécessaire par rapport à une réclamation vous impliquant et faite en vertu de notre politique d'assurance. La divulgation de votre adresse de courriel ou d'emploi est volontaire. Si vous divulgez ainsi ces renseignements, vous consentez à ce que le MAAC communique avec vous à des fins (voir le manuel de politique "Confidentialité") ayant trait à l'organisation, si le MAAC juge approprié de le faire, y compris afin de demander votre aide en tant que bénévole dans les domaines où vous pourriez avoir une expertise particulière

Je suis un résident du:  Canada  États-Unis (avec preuve d'adhésion AMA pour 2012)  Autre

CLUB AFFILIÉ à MAAC: \_\_\_\_\_

Comment avez-vous connu MAAC??  
 Ami  Famille  Club  Radio/TV  Web  Salon de hobby \_\_\_\_\_  Magasin de Hobby \_\_\_\_\_

Catégorie d'intérêt (cochez la case appropriée)

- Sport (juste pour le plaisir)  R/C Maquette  SAM (Société des anciens modélistes)  R/C Combat de copies volantes  Hydravion à flotteurs
- R/C Combat libre  R/C Bateau  Acrobatie de précision de vol circulaire  Acrobatie de précision  Vol circulaire
- R/C Hélicoptère  Vol libre extérieur  Acrobatie à l'échelle  Maquettes électriques  R/C Pylône
- R/C Planeur  Vol libre intérieur  R/C Avion à réaction  Turbine  R/C Maquette de planeur  R/C Auto
- Vol intérieur télécommandé  Fusée  R/C L'échelle géante

Intérêt Principal: \_\_\_\_\_ Participez-vous à des compétitions dans une catégories ci-haut mentionnées?  Oui  Non  
Quel événement? \_\_\_\_\_  Locale  Régionale  Nationale  Internationale (Utilisez l'identification FAI)

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

Je consens que la pratique de l'aéromodélisme peut causer certains dangers. J'ai lu et je respecterai les règles et règlements qui sont présentement établis ou le seront dans le futur par les Modélistes Aéronautiques Associés du Canada. Je comprends qu'à défaut d'observer les règles et règlements, ceci pourrait résulter en la dénegation de mon adhésion et perte de la couverture d'assurance pour tout dommage ou réclamation

Je reconnais aussi que lorsque je ferai voler un modèle dans n'importe lequel des 50 états des Etats-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 sévères des deux sera de rigueur et que j'utiliserai uniquement les fréquences approuvées par les 50 états des Etats-Unis pour les modèles télécommandés.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
(Le parent ou tuteur de candidat âgé de moins de 18 ans doit signer et accepter d'offrir la surveillance adéquate au candidat)

Les adhésions anticipées pour l'année suivante reçues avant le 30 novembre recevront un écusson à tirage limité, disponible jusqu'à épuisement des stocks.  
 Cochez ici si vous ne désirez pas recevoir l'écusson

**Cotisations de base: membres libres 80,00 \$ ou 246,00 \$/3 membres cadets 10,00 \$ ou 21,00 \$**  
**La cotisation ci-dessous inclut la TPS & TVH • COTISATION ANNUELLE NON REMBOURSABLE**  
Les publications bimestrielles sont envoyées à tous les membres à partir du renouvellement ou de l'adhésion.

Member Type	1 An (2012) Jan 1 - Dec 31/12	16 mois (2012) Sep 1 - Dec 31/13	3 Ans (2012) Jan 1 - Dec 31/14
<b>ON, NB, NL</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$90.40	\$90.40	\$244.08 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$11.30	\$11.30	N/A
Membre Cadet (revue incluse)	\$23.73	\$23.73	N/A
<b>BC</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$89.60	\$89.60	\$241.92 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$11.20	\$11.20	N/A
Membre Cadet (revue incluse)	\$23.52	\$23.52	N/A
<b>NS</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$92.00	\$92.00	\$248.40 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$11.50	\$11.50	N/A
Membre Cadet (revue incluse)	\$24.15	\$24.15	N/A
<b>PE, QC, MB, SK, AB, NT, YT, NU</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$84.00	\$84.00	\$226.80 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$10.50	\$10.50	N/A
Membre Cadet (revue incluse)	\$22.05	\$22.05	N/A

Montant de l'option d'adhésion \_\_\_\_\_

je désire faire un Don::

Fonds de voyage pour équipe \_\_\_\_\_

Fonds pour compétition \_\_\_\_\_

Fonds de la Protection des Champs \_\_\_\_\_

Relations publiques \_\_\_\_\_

Autre (spécifiez) \_\_\_\_\_

**Total** \_\_\_\_\_

Méthode de Paiement:  VISA  Mastercard  Cheque

Carte # \_\_\_\_\_

Exp.: \_\_\_\_\_ / \_\_\_\_\_

signature de paiement: \_\_\_\_\_

**Prévoir 3 à 5 semaines pour réception du permis d'octobre à avril**

# Alberta (A)



Don McGowan 51127L  
Zone Director  
780-963-4586 zd-a@maac.ca

As I write this, I'm busy preparing for the pending Annual General Meeting of our organization. The results of the votes on the various matters coming before the Board of Directors will be published in the July issue of Model Aviation Canada. The items to be dealt with were covered in the March issue and I expect that anyone who had a concern over how I should consider voting on a given item has seen fit to contact me. As usual, a number of the items to be dealt with were 'administrative housekeeping' items that most members won't be concerned with, but others may have a direct bearing on our day-to-day activities; so everyone is advised to peruse the next issue to ensure that you are aware of items and especially changes that you feel are a concern for you.

As I do the routine sanctioning of events planned for the upcoming flying season, I'm pleased to see a number of competitions of various types. Some of these are formal competitions and some, less so. Friendly competition is a great way to improve your building and flying skills, not to mention the opportunity to meet and learn from members of other clubs and discipline groups. If you wish to explore the possibility of participating in a competition or even setting up a low-pressure event at your own field, I suggest you get in touch with the chairman or committee members of the discipline concerned. They will be able to give you a hand in learning what is required both from the participation or event coordinator point of view. Anyone considering some form of aerobatic competition will probably find that they are already capable of doing most of the required manoeuvres and that it is just a matter of putting them together.

Most clubs have at least a few members who go above and beyond the normal duty when it comes to promotion of the hobby. We all know members who spend uncounted thankless hours in developing and maintaining flying fields, recruiting and training new members and doing low-key local and district PR for their clubs.

I would like to join with you in recognizing these members by having them designated as "Leader Members", or members of MAAC's "Hall of Fame" etc. There are specific forms to be used and criteria to be met for each category. See the 2012 Club Renewal Package for criteria, application guidelines and forms to be used. If you have any questions, give me a call and I will give you a hand.

Thought for the month – "The more easily you become confused, the higher above the ground you should fly." ✈

# Alberta (A)



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Au moment d'écrire ceci, je me prépare à l'Assemblée générale annuelle de notre organisme. Les résultats de vote sur les sujets apportés auprès du Conseil de direction seront publiés dans le numéro de juillet de Model Aviation Canada. Les sujets à discuter ont été présentés dans le numéro de mars et j'imagine que quiconque avait de quoi à aborder relativement à ma façon de voter sur un de ces sujets m'a averti. Comme d'habitude, plusieurs de ces sujets à débattre étaient d'ordre «de cuisine» qui ne préoccupent pas outre mesure les membres; mais d'autres décisions peuvent avoir un impact sur nos

activités au quotidien. Je recommande à tout le monde de jeter un coup d'oeil au prochain numéro afin de vous assurer que vous connaissez les sujets et surtout, quels sont les changements qui pourraient vous inquiéter.

Au fil des parrainages d'événements que j'accorde en prévision de la prochaine saison de vol, il me fait plaisir de me rendre compte qu'il se déroulera plusieurs compétitions de tous les genres. Certains sont des compétitions formelles, d'autres, moins. La concurrence amicale s'avère une excellente façon d'améliorer vos aptitudes de construction et de pilotage, sans oublier qu'elle favorise les rencontres et l'apprentissage grâce à des membres d'autres clubs et d'autres disciplines. Si vous voulez explorer la possibilité de participer à une compétition ou même d'organiser un concours sans trop de pression à votre terrain, je vous suggère de communiquer avec le président ou avec des membres du comité de votre discipline choisie. Ils pourront vous donner un coup de main, d'un point de vue participation et de coordination. Qui-conque songe à une forme quelconque de compétition acrobatique s'apercevra probablement qu'il peut déjà exécuter la plupart des manoeuvres requises et qu'il

s'agit tout juste de les enfilez les unes après les autres.

La plupart des clubs comptent au moins quelques membres qui se dévouent davantage lorsque vient le temps de faire la promotion de notre passe-temps. Nous connaissons tous des membres qui passent plusieurs heures (sans les compter) à créer et à entretenir les terrains de vol, à recruter et former de nouveaux membres et à faire discrètement des relations publiques aux échelles locale et de district au nom de leur club.

J'aimerais me joindre à vous afin de reconnaître ces membres en leur conférant la désignation Leader ou en les nommant membres du Temple de la renommée du MAAC. Vous devrez remplir des formulaires précis selon la catégorie dans laquelle vous voulez nommer ces personnes. Consultez la trousse 2012 de renouvellement des clubs afin d'apprendre quels sont les critères, les lignes directrices pour faire la demande et quels formulaires utiliser. Si vous avez quelque question que ce soit, appelez-moi et je vous donnerai un coup de main.

La pensée du mois : «Plus vous vous mélangez facilement, plus haut vous devriez faire voler votre maquette au-dessus du sol.» ✈

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Editor@ModelAviation.ca

# Atlantic (B)



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Spring is just around the corner as I am writing this note. It seems like yesterday that we just saw the first snowflakes come down last fall. Anyway, I hope that many of you, if not all, have some good projects ready to fly or just about completed for the coming flying season.

The Moncton Mega Indoor Winter Fun Fly went very well considering that the weather was not the best. The event turned out to be great in the end with 55 registered pilots with plane and helicopters of all kinds for indoor flying. Many more were in attendance to watch and chat with the flyers.

A first in the Atlantic zone is a helicopter Fun Fly on ice by the Wings of Wellington, held at Sherbrook Lake, NS on Feb 18. Hot food and a fire kept everyone warm even if it was -2 degrees Celsius. Seventeen flyers attended for this winter event and had lots of fun.

Winter indoor flying is growing very quickly in the zone with more clubs getting indoor sites so they are able to fly during the cold months of the year. More details will be available in our monthly newsletter.

The warm weather will be here very soon and the usual season opener in Mar-



Al Coolen with his P-40. / Al Coolen et son P-40.

garee will be, as always, on the Fathers' Day weekend. If someone has a new airplane to test, you can do so in the few days prior to the main day. This event is growing every year and a fun place to be.

The next event will be the Warbirds day July 1st at the George Lacey field

in Truro. In its second year, this event is open to all warbird and military airplanes of any vintage. Last year was a great success and with good weather, we should improve this year with more entries and many new planes, providing the weather cooperates. ✈

# Atlantique (B)



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Le printemps est presque arrivé au moment où j'écris ce qui suit. Il me semble qu'il y a si peu de temps que nous avons vu tomber les premiers flocons de neige, l'automne dernier. J'espère que plusieurs d'entre vous, voire tout le monde, aurez construit de nouveaux avions ou qu'ils sont presque prêts à voler en prévision de la saison.

Le méga Fun-fly d'intérieur hivernal de Moncton s'est très bien déroulé, compte tenu que la météo n'était pas idéale. En bout de compte, 55 pilotes se sont inscrits et sont arrivés avec des avions et hélicoptères pour le vol intérieur. Plusieurs autres amateurs étaient sur

place à titre de spectateurs et ont beaucoup jasé avec les pilotes.

Grande première au sein de la zone Atlantique : un Fun-fly d'hélicoptères sur la glace, gracieuseté du Club Wings of Wellington, à Sherbrook Lake (Nouvelle-Écosse), le 18 février. De la nourriture chaude et un feu ont tôt fait de garder les modélistes au chaud malgré une température extérieure de -2 degrés Celsius. Quelque 17 pilotes ont pris part à la rencontre et se sont beaucoup amusés.

Le vol intérieur, l'hiver, prend beaucoup d'ampleur au sein de la zone et de plus en plus de clubs se dotent de lieux où faire voler leurs maquettes à l'intérieur pour les mois plus froids de l'année. Lisez d'autres détails dans notre bulletin mensuel.

Le temps chaud arrivera sous peu et la

saison sera lancée à Margaree, comme toujours lors de la fin de semaine de la Fête des pères. Si quelqu'un veut mettre un nouvel avion à l'essai, vous pourrez le faire dans les jours qui précèdent celui-ci. Cet événement prend de l'ampleur à chaque année et c'est vraiment bien de s'y trouver.

Le prochain événement sera le rassemblement des coucous de la Guerre (Warbirds), le 1er juillet au terrain George Lacey, à Truro. Ce sera la deuxième édition et tous les vieux coucous et appareils militaires seront accueillis. La première année a été couronnée de succès grâce à une météo qui a coopéré et cette année devrait être encore meilleure avec davantage d'inscriptions et plusieurs nouvelles maquettes... si la météo est de la partie.

✈

# British Columbia (C)



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As I write this, I'm thinking about how warm it should be when you will be reading this. What a spring we're having... I swear I have just seen my quarter scale WW1 pilot shivering!

Membership numbers in zone C are rising. With 678 members in 2011, 93 of them were new, but we have only showed an average increase of 2%. This means we are losing almost as many as we are gaining. This year's numbers are stimulating with an increase of 28 new members already reported for 2012.

If you have information that will assist us in retaining our membership base, we would love to hear from you! Keeping an almost 14% annual increase would be excellent!

Membership retention is key, how we discuss MAAC is vital to the support it receives. This lies strongly on the shoulders of each of us. To assist MAAC in this area and to learn more about what MAAC is and does, I encourage you to read the 'MAAC Explained' presentation on the MAAC website. You will find it under the Info about MAAC menu.

It's great to report that our second



*The Prince George Aeromodelers (PGAM) 2012 Mall Show held in the Pine Center Mall in Prince George British Columbia. / L'exposition de mail 2012 des Prince George Aeromodelers (PGAM) a eu lieu au Pine Center Mall de Prince George (Colombie-Britannique).*

largest club in Zone C, The Kelowna Ogo-pogo Radio Controllers (KORC,) continues to overcome many issues that have challenged its members during their search to obtain and prepare a new flying site. They are looking forward to their first full season flying within their new community.

More great news surrounds us from the Revelstoke Radio Control Club (RRCC.) Some members have written an extensive report on their efforts to secure

their flying field. They attempt to educate us on their two years of personal sacrifices and seemingly never ending hard effort to protect their flying site. I say attempt because gaining a full understanding would mean having to live it and that, we hope, will never happen to any of our existing clubs again.

It is safe to say that aeromodeling is very strong in Zone C; actually that would be an understatement!

See you at the flight line! ✈

# Colombie-Britannique (C)



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Au moment d'écrire ce qui suit, je songe aux journées plus chaudes que l'on connaîtra lorsque vous lirez ceci. Quel printemps... Je vous jure que j'ai vu mon pilote frissonner à bord de son avion de la Première guerre mondiale (à l'échelle un quart)!

Le nombre de membres augmente au sein de la zone C. Nous comptons 678 modélistes en 2011 -- 93 étaient nouveaux -- mais nous n'affichons qu'une augmentation moyenne de 2%. Ceci signifie que nous perdons presque autant de modélistes que nous n'en recrutons. Les données pour 2012 sont encourageantes en ce que nous affichons déjà 28 membres de plus.

Si vous avez des renseignements qui nous aideraient à retenir notre mem-

bership, nous aimerions en entendre parler! Ce serait idéal de pouvoir augmenter de 14 %, annuellement!

La rétention des membres, voilà la clé du succès et la façon dont nous discutons du MAAC est vitale à l'appui que recevra justement notre organisme. Cela repose beaucoup sur les épaules de chacun d'entre nous. Histoire d'aider le MAAC en la matière et d'en apprendre davantage sur ce qu'est et que fait le MAAC, je vous encourage à lire la présentation «MAAC expliqué» du site Web. Vous la retrouverez dans le menu Info MAAC (les onglets du haut de la page, au centre).

Il me fait plaisir de vous rapporter que le deuxième club (en nombre) de la zone C, les Kelowna Ogo-pogo Radio Controllers (KORC), réussissent à relever tous les obstacles auxquels se sont butés ses membres dans le quête de trouver un nouveau terrain de vol et de l'aménager. Ils ont bien hâte de procéder à leur pre-

mière saison de vol dans leur nouvelle communauté.

D'autres bonnes nouvelles en provenance du Revelstoke Radio Control Club (RRCC). Des membres ont rédigé un rapport très complet relativement aux efforts qu'ils ont déployés afin de trouver un nouveau terrain de vol. Ils tentent de nous éduquer sur les deux ans de sacrifices personnels qu'ils y ont consacrés et sur les efforts presque continuels qu'ils y ont mis à protéger leur terrain. J'écris «tentent» parce que bien comprendre tout ce que cela implique signifie que vous auriez vécu vous-mêmes un tel épisode et on ne souhaite pas cela au sein de quelque club que ce soit.

Je peux m'avancer et affirmer que l'aéromodélisme se porte très bien au sein de la zone C; et c'est peu dire!

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

# Manitoba and North Western Ontario (D)



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Regulation, legislation, contracts, lawyers, liability, accounting, rules of order, investments, tax returns, corporations. These terms are rarely, if ever part of the aeromodeler's language used when discussing their hobby. Some clubs ignore these terms at their own peril. Everything is great until something goes wrong. Then, there is no turning back the clock. It is far better to be proactive than reactive.

This article focuses on the reasons why every club should be incorporated. Keep in mind this is not written by a lawyer – do your own research and reach your own decision on what to do.

Incorporation gives an organization legal status. As a legal entity, an incorporated club is recognized by the legal system as having rights and responsibilities. The club can enter into contracts, buy land, borrow money, and have bank accounts etc. in its own name.

Equally, if not more important, advantages are (1) The liability of the members is limited, meaning members are not personally liable

for debts of the Corporation; (2) Continuity of the organization is assured while the membership changes; (3) A Corporation can own property in its name regardless of membership change; (4) The ability to bring legal action in its own name; and (5) This one should grab a club's attention – the chances of receiving government grants or grants from other foundations greatly increase because of the apparent stability of the organization.

The reality is that no granting body will consider an unincorporated organi-

zation. There are many worthy groups applying for limited resources and unincorporated clubs applications will be the first discarded by granting foundations. They are looking for an organization, not a loose group of individuals, which has demonstrated long-term stability and has a future.

It takes time and some money to incorporate. The legal requirements and costs are different for every province -- Google the incorporation requirements for your province. It will be the best money and time that a club will spend.

The downside of not being an incorporated club are (1) that the club is a agreement of individuals which has no legal status; (2) the members are personally liable to the creditors for any outstanding debts; (3) The club cannot sue or be sued, it is the individual members who are sued; (3) Title to property has to be in all the members' names. This makes selling of property difficult. Keep in mind that property could be something as simple as a lawn mower; (4) the chance of getting a grant is less than zero.

Becoming a non-profit corporation requires some paperwork, but considering the benefits, it is worth the effort. ✈



*New portable toilets that are compliant for people with disabilities were purchased with a grant from the Ontario Trillium Foundation. Yes, the Lake of the Woods Aero Modelers are incorporated. / Les nouvelles toilettes portatives qui répondent aux exigences de mobilité réduite ont été achetées grâce à une subvention de la Fondation Trillium de l'Ontario. Oui, les Lake of the Woods Aero Modelers sont incorporés.*

# Manitoba/Nord-ouest Ontario (D)



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Réglementation, législation, contrats, avocats, responsabilité, comptabilité, règlements d'ordre, investissements, retours d'impôt, corporations. Cette terminologie est très rarement utilisée dans la langue des modélistes lorsqu'ils jasant de leur passe-temps. Certains clubs ignorent aussi ces notions, à leurs propres risques. Tout baigne dans l'huile jusqu'à ce que quelque chose aille de travers. On ne peut alors reculer l'horloge. Mieux vaut être proactif que réactif.

Cette chronique traitera des raisons pour lesquelles chaque club devrait s'incorporer. Gardez en tête que je ne suis pas un avocat -- faites votre propre recherche et vous en arriverez à votre propre décision sur la suite des choses.

L'incorporation confère un statut juridique à un organisme. À titre d'entité juridique, un club incorporé est reconnu par le système juridique comme ayant des droits tout comme des responsabilités. Le club peut conclure des contrats, acheter du terrain, emprunter de l'argent, posséder des comptes de banque, etc., en son propre nom.

Des avantages tout aussi importants sont : (1) la responsabilité des membres est limitée, ce qui signifie que les membres ne deviennent pas personnellement responsables pour les dettes encourues par la Corporation (le club); (2) la continuité de l'organisme est assurée même si les membres changent; (3) une Corporation peut posséder de la propriété à son nom même si les membres changent; (4) (la Corporation) a l'aptitude d'intenter des poursuites en son propre nom; et (5) ceci devrait vous intéresser au plus haut

point -- les chances d'obtenir une subvention gouvernementale ou d'une fondation sont grandement améliorées parce que l'organisme est apparemment stable.

La réalité, c'est qu'aucune entité qui remet des subventions ne considérera un organisme non incorporé. Des groupes très valables sont nombreux à se disputer des ressources limitées, si bien que les demandes d'un groupe qui n'est pas incorporé seront les premières à être écartées de la sélection des fondations qui remettent des sous. Ces organismes recherchent précisément un organisme, pas seulement un amalgame de personnes, une entité qui a su faire preuve de stabilité, de longévité et qui nourrit des projets pour l'avenir.

L'incorporation exige du temps et de l'argent. Les exigences juridiques et les sommes varient d'une province à l'autre -- faites une recherche Google des exigen-

*suite à la page 56*



# Middle Ontario (E)



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By the time you read this report, the AGM will have come and gone. I hope you all have had time to review the budget and maybe some actually had the chance to see your Zone Directors in action in Montréal. If you didn't, maybe next year!

One of my questions is why can't all my zone members see the AGM in session?

Well, if there is a demand from the members, the Association's AGM could be streamed on live video through one of many conduits available. Picture this: you're sitting at home and you log on to MAAC's AGM streamed live from Vegas! Well, not Vegas but wherever the AGM is being held, that year.

This creates an easy opportunity for all MAAC members to see their Zone Directors in action. Total transparency is very important to me and this would allow the Association's members to see what we do for them each year and the

work that goes into running MAAC. Seeing how MAAC is operated is very important to members and their right.

What do you think of this idea? Please e-mail me with your thoughts. Please place 'VIRTUAL' in the subject line so I can screen the e-mails in a logical fashion. I'll take feedback on this issue from any zone!

Once again, in this and the next two issues, I'll be holding a contest. You'll get three chances to enter via e-mail.

The winner of last year's contest,

drawn at the AZM in October, was Andy Fakla. I am sure he is enjoying the new trainer, a complete radio and plane, ready to fly! Wow!

I wish to thank all members who entered in 2011 and encourage everyone in the Middle Zone to try again this year. Have a look at the picture and send in your e-mails as to what it is. Come on Middle Zone! It is easy. For your guess to be valid, you must be correct in what the object is in general terms; you don't have to guess the fine details.

E-mail your answer to me and put 'PUZZLE' in the subject line. This will allow me to properly filter my e-mails.

Please note: This contest is only for the Middle Zone E. If you're from another zone, ask your Zone Director where your contest is! I challenge you!

Oh and by the way, in my next zone report, I will tell you what it is. Hint! Warbird...That is all.

See you at the flight field and I wish you a wonderful summer. Please enjoy this year of flying with great success, keeping in mind to fly safely. Enjoy your family and friends. ✈



# Ontario Milieu (E)



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Au moment où vous lirez ces lignes, l'Assemblée générale annuelle aura eu lieu. J'espère que vous avez tous eu le temps de réviser le budget et que quelques-uns d'entre vous auront vu vos directeurs de zone en action à Montréal. Si ce n'est pas le cas, peut-être la prochaine fois?

L'une des questions que je me pose, c'est pourquoi les membres de ma zone ne peuvent-ils pas voir l'AGA pendant qu'elle se déroule?

Eh bien, s'il y a une demande de la part de ces membres, l'AGA de l'Association pourrait être diffusée en direct par vidéo par le biais de l'un des fournisseurs. Imaginez ceci : vous êtes assis à la maison et vous entrez en ligne afin d'assister aux délibérations et vous vous branchez à l'AGA qui se déroule à Las Vegas! Eh bien, pas tout à fait, mais où l'AGA a lieu, cette année-là.

Ceci permettrait à tous les membres

de voir leur directeur de zone respectif en action. La transparence totale, c'est ce qui m'importe et ce mode de transmission permettrait aux membres de voir ce que nous faisons pour eux à chaque année et quelle quantité de travail nous faisons aboutir afin de faire fonctionner le MAAC. Ça intéresse les membres -- et c'est leur droit -- de voir comment notre organisme fonctionne.

Que pensez-vous de cette idée? Veuillez m'envoyer vos idées par courriel et précédez-le de «VIRTUAL» dans le titre afin que je puisse filtrer les courriels entrants de façon logique. J'accepte les réactions de quiconque, là-dessus, et peu importe la zone!

Une fois de plus et lors des deux prochains numéros, j'organise un concours. Vous aurez trois chances à vous inscrire par le biais du courriel. Le gagnant du concours de l'année dernière -- son nom a été pigé à l'Assemblée générale de la zone, en octobre dernier -- était Andy Fakla. Je suis persuadé qu'il profite de son avion de formation (avec émetteur), fin prêt à voler. Wow!

Je remercie tous les membres qui se sont inscrits en 2011 et j'encourage tout le monde à en faire de même cette année. Jetez un coup d'oeil à la photo et envoyez-moi un courriel afin de me dire de quoi il s'agit. Allez hop, la zone Milieu! C'est facile. Il faut que votre réponse soit correcte, dans le sens général; vous n'avez pas à deviner davantage en détail.

Envoyez-moi votre réponse par courriel et inscrivez «PUZZLE» dans le titre, pour la même aisance de classement qu'auparavant.

Veillez prendre note que ce concours ne s'adresse qu'à la zone Milieu. Si vous êtes d'une autre zone, demandez à votre directeur d'en organiser un. Je vous lance le défi!

En passant, je vous dirai de quoi il s'agit dans ma prochaine chronique. Indice : un coucou de guerre. C'est tout.

Au plaisir de vous voir au terrain de vole et je vous souhaite de passer un magnifique été. Amusez-vous cette année, remportez du succès et pilotez en toute sécurité. Profitez de votre famille et de vos amis. ✈

# Ottawa Valley (G)



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The Ottawa Valley Zone "G" is in Great Shape

Each year in late February, we have a Presidents' meeting, where each club in the zone is offered the opportunity to send a representative to discuss not only club and zone issues but national issues as well. At this meeting each year, I have a great opportunity to gain insight from the dedicated individuals who wish to at-

tend and represent their clubs.

One of the major items on our agenda is to discuss, on an individual basis, all the recommendations and resolutions that are submitted from all the zone meetings across Canada. With the valuable input from these individuals, I am very well equipped to represent our zone at the Annual General Meeting of MAAC.

I would like to say "Thank You" to the members who attended:

Richard Barlow – Scribe for the meeting

Brockville Model Aeronautics Club: Chris Malcomson, Jon O'Reilly. Stetson Flyers: Hal MacDonald. Joyeux modélistes gatinos: Richard Dalpé. Prince Edward R.C. Flying Club & Bay Of Quinte Aeromodellers: Dave Holmes. Arnprior Radio Control Club: Dave Hammond, Dave Asquini. Rideau RC Flyers: Mike Anderson Smiths Falls R/C Modelers: Shane Lafreniere Cornwall Aeromodellers: Karl Kingston. IMAA Chapter 217: Brian Wattie. Kingston R/C Modelers: Gary Droppo. Rideau Valley Modelers: Geoff Strotmann. ✈

# Vallée de l'Outaouais (G)



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La zone de la Vallée de l'Outaouais (G) dangereusement en forme

Annuellement vers la fin février, nous organisons une réunion des président (de

club); chaque club au sein de la zone se voit offrir la possibilité d'envoyer un représentant afin de discuter des problématiques touchant non seulement les clubs et la zone mais aussi des enjeux d'ordre national. Cette rencontre annuelle me permet de récolter des conseils très valables de la part de personnes très dé-

vouées qui veulent être de la partie et ainsi représenter leur club.

L'un des points majeurs de discussion, c'est de discuter des recommandations et résolutions individuelles qui émanent de toutes les réunions annuelles de zone à l'échelle du Canada. Grâce à cette ré-

*suite à la page 56*

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# BC Coastal (H)



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Zone Director  
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Hello, everyone.

This is going to be an awesome year again here on the West Coast with over 20 events already sanctioned, and it is only the beginning of March.

All of the upcoming events can easily be found by going to the MAAC website. Look on the top of the page for "Events," and click on our zone in the drop down menu and you will find the updated list for all the sanctioned events.

If you are looking to register an event for your club, the 'Sanction an event' can be found there as well.

The Victoria Radio Controlled Model Society's Largest Little Airshow will be held on August 11th and 12th this year. This is truly the premier event in our zone with all proceeds going to Santa's Anonymous and The Saanich Peninsula Hospital Foundation. This club has raised well over \$100,000 dollars for their charities over the years.

The public relations work these guys have done for their club and our hobby cannot be measured. If you have not had the pleasure of attending this event in the past, you should seriously consider putting it on your schedule, you will not regret it.

If you know of any students who would

like to join our hobby, please let them know that the zone will give them a 'FREE' MAAC Junior membership. I don't believe there is a better way to use our zone promotional budget than to try and help interested youngsters get involved and learn to fly. Contact me and I



Ivan Pettigrew with his latest version of the Richard Pearse RP1 Airplane./ Ivan Pettigrew et sa plus récente version de l'aéronef RP1 de Richard Pearse.

will make it happen.

The Riverside Flyers celebrated the 40th anniversary of their club at a dinner on February 4th, 2012 which coincided with the signing of the Club's incorporation, 40 years earlier. I'm going to finish off this report with the following message written by Murray Marley for that club's 40th anniversary newsletter, Servo Chatter:

"As you all must know by now, Feb. 4th was the 40th anniversary of Riverside Flyers' incorporation. We have been at our current site since 1976. That's a

long time in anybody's book.

"You can't imagine all of the changes over the years. When we first started flying, we had nothing but a lawnmower and a shed to put it in. After a number of years, we were able to get the money together to build the Clubhouse. That was really important as it allowed us to come out in even marginal weather.

"We have had our ups and downs over the years, but have always managed to come out on top. I believe that the success of the Club is due to the wisdom that the founding members showed when deciding how the Club should work. The prime directive is to provide a friendly, safe environment for its members to enjoy their love of model aviation. When we come through the gates at the entrance, all we are concerned with are our friends and our hobby. For a few

hours every week, all other things take a back seat.

"The memories are too numerous to even begin to share. I hope that the memories that you all have of times at Riverside are some of the most pleasant that you have.

"Let's all work together to make the next decade as successful as the first four decades."

Thank you Murray for those wonderful words that perfectly describe what our hobby is supposed to be all about. ✪

# Colombie-Britannique – zone côtière (H)



Bill Rollins 27460L  
Directeur de zone  
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Bonjour, tout le monde.

Cette année sera tout à fait exceptionnelle ici sur la côte Ouest; plus de 20 rassemblements ont déjà été approuvés et nous n'en sommes qu'au début du mois de mars (au moment d'écrire ces lignes).

Tous les événements se trouvent au site Web du MAAC, ce que vous retrouverez aisément. Allez voir en haut de la page, cliquez sur l'onglet «Évènements»

(ou «Events») et cliquez sur notre zone dans le menu défilant et vous verrez la liste mise à jour de tous les événements parrainés.

Si vous cherchez justement à inscrire un événement pour votre club, vous trouverez la rubrique à cet effet à même cette même page Web.

Le Largest Little Airshow de la Victoria Radio Controlled Model Society aura lieu les 11 et 12 août. Il s'agit de l'évènement par excellence au sein de notre zone et tous les profits sont dirigés à l'oeuvre du père Noël anonyme ainsi qu'à la Fon-

dation de l'Hôpital Saanich Peninsula. Le club-ci a récolté plus de 100 000 \$ pour les oeuvres caritatives au fil des ans.

Le travail de relations publiques qu'effectuent ces gars-là pour leur club et pour notre passe-temps est incommensurable. Si vous n'avez pas encore eu le plaisir de vous rendre à cet événement par le passé, vous devriez considérer y aller; vous ne le regretterez pas.

Si vous connaissez des étudiants qui voudraient faire leur entrée au sein de notre passe-temps, veuillez les informer que

*suite à la page 56*

# Québec (I)



Rodger Williams 9587L  
Zone Director  
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Another new club, The Flying Trainer Team, has formed in Saint-Benjamin, Québec. Congratulations to Paul Turcotte and his team for joining the greatest model society possible. I am sure you will enjoy all the benefits of being part of a club and enjoying the association with other members.

I would just like to touch on courtesy a little bit if I may, as this hobby is changing so quickly and there are more helicopters and quad machines coming into existence. A little more patience might be required as well as sharing the flying site. You would be amazed how much we can learn from each other.

By the time you receive this article, the MAAC AGM will of taken place in Montréal with all Zone Directors coming together to work out all of the suggestions, recommendations and resolutions. We will have dealt with the budget items and many other items. It is three, twelve to fourteen-hour days to get through the agenda.

I would like to say that we need all the support of our members by coming to the Annual Zone Meeting in the fall. This is where we plan the activities for the com-



ing year and put forward any resolutions or recommendations that you feel could be good for all concerned.

The new flying season is upon us, so take heed to some additional safety when going out for the first time. Those of you who have spent the winter in Florida are lucky as you have been enjoying the sun's rays all winter. However, us hardy souls must go through this transition period.

On another note, Glenn Nigh, who has been in the hobby longer than myself,

has been working on this exact replica of a Fleet 21 which was manufactured at Fleet Aircraft in Fort Erie (Ontario). It has been totally scratch built with measurements taken for the last original Fleet 21 in existence.

The registration of the original is CF-DLC. Congratulation on an very extensive project and we will wait for some finished photos as well as a story to go along with it. ✈

# Québec (I)



Rodger Williams 9587L  
Directeur de zone  
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Un autre club vient de se former : il s'agit de The Flying Trainer Team de Saint-Benjamin (Québec). Félicitations à Paul Turcotte et à son équipe d'avoir joint les rangs de la meilleure société de maquettes. Je suis persuadé que vous apprécierez les bénéfices de faire partie d'un club et de profiter de l'association avec les autres membres.

J'aimerais rappeler un brin de courtoisie, puisque notre passe-temps évolue si vite et parce que de plus en plus d'hélicoptères et machines quad font leur apparition. Vous devriez faire preuve d'un peu de patience et savoir partager le terrain. Vous serez les premiers surpris à constater que vous pouvez en apprendre beaucoup de votre prochain.

Au moment où vous recevrez cette chronique, l'Assemblée générale annuelle du MAAC aura eu lieu à Montréal et tous les directeurs de zone se seront réunis afin de résoudre des problèmes, traiter des recommandations et des résolutions. Nous nous serons aussi penchés sur les articles inscrits au budget. Nous nous serons réunis pendant trois jours de 12 à 14 heures afin de traiter de tous les sujets à l'ordre du jour.

J'aimerais ajouter que nous avons besoin de l'appui de nos membres; déplacez-vous à la réunion annuelle de la zone, l'automne. C'est lors de cette rencontre que sont planifiées les activités de la prochaine année et que sont mises de l'avant des résolutions et recommandations que vous pensez importantes, et ce, pour le bien de toute la communauté.

La nouvelle saison de vol commence, si bien que vous devriez faire attention

lors de votre toute première sortie. Ceux d'entre vous qui avez passé l'hiver en Floride êtes chanceux puisque vous avez profité des rayons de soleil tout au long de l'hiver. Toutefois, pour nous les endurcis, nous devons passer à travers cette période de transition.

Sur un autre sujet, Glenn Nigh, qui est impliqué au sein du passe-temps depuis plus longtemps que moi, planche sur sa réplique exacte d'un Fleet 21 qui était fabriqué jadis à Fort Érié (Ontario). Il s'agit d'une construction entièrement artisanale et les mesures ont été prises sur le dernier Fleet 21 original.

Les lettres d'appel de l'avion original sont CF-DLC. Félicitations à Glenn pour ce projet de longue haleine et nous avons hâte de voir des photos du produit fini et de lire les détails de l'histoire qui accompagne cet appareil. ✈

# Saskatchewan (K)



Heinz Pantel 42484L  
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Summer is just around the corner by the time you read this article and already, many of you will have enjoyed some flying thanks to the early spring. Having said that, might I remind everyone, to fly safely around yourselves and others. I certainly would not want to see anyone get injured and ruin a year of fun and enjoyment, or worse.

This year should be, with some good fortune, a great year for flying. As you may remember last year, we were washed out on a number of events.

We restarted our Float Fly again at Oyama beach last year after an extended hiatus. Although we had a windy day, pilots came from as far as Swift Current. This year's event will be hosted by the Regina Windy Flyers on the May long

weekend. Plans are for a bigger and better event.

As I look over the events list for our Zone, we do have quite a few great events coming up this year. SHAG is one of our major helicopter events and let's not forget the Saskatchewan Provincial Fun Fly, both hosted by Saskatoon Hub City Radio Control Club.

The guys in Moose Jaw are also having a Fun Fly event in June and another one in September.

Swift Current members are hosting a giant scale Rally. This will be their 11th annual event and, as usual, their hospitality is always great. For specific dates and details, check your magazine or the MAAC website.

So, why do I keep telling you about these events? Well, participants who have come to these events always go home satisfied, having enjoyed good friendship, shared stories, new friends

and, of course, great flying. If you haven't been, you need to give them a try!

For those who have never ventured out to visit other clubs, this is one of the great ways of meeting other modellers, comparing aircraft design and performance and socializing with like-minded people.

For clubs who are planning to host a first-time event, visiting with experienced club members and discussing event planning can be of great help. Members are glad to share ideas and offer suggestions on what has worked for them. Please contact me if your club is looking for event planning assistance.

I welcome any pictures (including names, events, airplane model type, etc.) or a member you would like to feature (picture with aircraft).

Until next time, happy flying and I hope to see you this summer. ✈

# Saskatchewan (K)



Heinz Pantel 42484L  
Directeur de zone  
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L'été est à nos portes et au moment où vous lirez ces lignes, plusieurs d'entre vous aurez probablement procédé à quelques vols grâce au printemps hâtif. Ceci dit, j'aimerais rappeler à tout le monde que nous devrions faire évoluer nos maquettes en toute sécurité. Je n'aimerais surtout pas voir quelqu'un se faire mal et ainsi gâcher une saison de plaisir... ou pire.

Avec un peu de chance, cette année s'annonce très bien pour le vol télécommandé. Si vous vous rappelez, la pluie a gâché plusieurs rassemblements.

Nous avons ressuscité notre Float-fly à la plage Oyama l'année dernière après une longue pause. Bien que la journée était venteuse, des pilotes sont arrivés d'aussi loin que Swift Current. L'évènement de cette année sera coordonné par les Regina Windy Flyers au cours de la grande fin de semaine du mois de mai.

Nous entendons le faire plus gros et en mieux.

J'ai jeté un coup d'oeil aux événements au sein de la zone et nous en avons toute une brochette. Le rassemblement SHAG est l'un des plus importants pour les hélicoptères et n'oublions pas non plus de Fun-fly provincial de la Saskatchewan; tous deux sont l'oeuvre du Saskatoon Hub City Radio Control Club.

Les gars de Moose Jaw préparent aussi un Fun-fly en juin et un autre en septembre.

Les membres du club de Swift Current organisent un ralliement de petits-gros (giant scale). Ce sera leur leur 11e édition et, comme d'habitude, elle est sensationnelle. Pour les dates et les détails, vérifiez votre revue ou le site Web du MAAC.

Pourquoi suis-je en train de vous parler de ces rassemblements? Eh bien, les participants qui se sont déplacés retournent toujours chez eux très contents d'avoir noué de nouvelles amitiés, partagé des histoires et bien sûr, d'avoir ef-

fecté plusieurs vols. Si vous ne vous y êtes pas encore déplacés, vous devriez essayer ça!

À ceux qui ne se sont jamais aventurés chez d'autres clubs, c'est une bien bonne façon de faire la connaissance d'autres modélistes, de comparer le design de certaines maquettes et leur performance, ainsi que de socialiser avec d'amateurs de maquettes.

Aux clubs qui ont l'intention d'être les hôtes d'un rassemblement pour la première fois, une rencontre avec des membres expérimentés et une discussion autour de la planification, ce sont des gestes qui vous rapporteront beaucoup. Pour toute aide à une telle planification, vous pouvez communiquer avec moi.

Il me fera plaisir de recevoir des photos (y compris des noms, rassemblements, type de maquette, etc.) ou des renseignements au sujet d'un membre que vous voulez mettre en valeur (photo avec maquette).

D'ici la prochaine chronique, bons vols et j'espère vous voir au cours de l'été. ✈

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# South East Ontario (L)



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## SOUTH EAST ZONE MEMBERSHIP CONTEST

To encourage new memberships with the Model Aeronautics Association of Canada in 2011, the South East Zone conducted a membership contest. All clubs within the zone were invited to participate and many clubs got involved.

The prize for the club with the most new MAAC open members was \$200. There was also a separate prize of \$200 for the club with the most new junior MAAC members. Each club within the South East Zone could win one prize. In the event of a tie in either category, the winning clubs would receive \$200 each.

To keep everything simple, a new member was considered as a person who received a MAAC number for the first time.

Clubs started submitting lists of new MAAC members early in January. As a result, membership increased a remarkable 9% year over year in the South East Zone. This substantial increase of new members is attributed to the dedicated effort of eager members who actively signed up new club members.

A special thank you is extended to ev-



Mark Willer receiving his MAAC Wings from TEMAC Instructor Greg Hazelton. / Mark Willer reçoit ses « ailes » du MAAC des mains de l'instructeur Greg Hazelton, au TEMAC.

everyone who helped to increase the total membership of the zone.

Now the results for 2011...

First Prize, with 10 new open MAAC members, Electric Model Flyers of Southern Ontario

First Prize, with 3 new junior MAAC Members each, Oakville Milton Flying Club, Pine Ridge Flyers and Toronto Electric Model Aviation Club

Here's another challenge. There is plenty of room to expand the membership base even more, this year. If you are in

a hobby store or at your club flying site and spot someone new to model aviation, take a minute to speak with the person and invite them to Fly MAAC. Even better, offer an introductory flight with an instructor. It's the best way to interest and attract new members.

The membership contest is again offered to all registered clubs in the South East Zone for 2012. The rules and the goals are the same as last year. Let's actively look for new members and benefit from the effort. ✈

# Sud Est Ontario (L)



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## CONCOURS D'ADHÉSION ZONE SUD-EST

Histoire d'encourager l'arrivée de nouveaux membres au sein des Modélis-tes aéronautiques associés du Canada en 2011, la zone Sud-est avait organisé un concours d'adhésion. Tous les clubs au sein de la zone ont été invités à participer et plusieurs se sont impliqués.

Le prix décerné aux clubs qui inscri-vaient le plus grand nombre de membres (catégorie libre) au MAAC était de 200 \$. Il y avait aussi un prix séparé de 200 \$ pour le club ayant inscrit le plus grand nombre de membres cadets (les juniors). Advenant une égalité dans une catégorie ou l'autre, les clubs gagnants recevaient chacun 200 \$.

Dans l'esprit de préserver la simplicité de la formule, un nouveau membre était considéré comme étant une personne qui recevait un numéro du MAAC pour la première fois.

Les clubs ont soumis leur liste de nouveaux membres au début janvier. Consé- quemment, l'adhésion a augmenté de 9 % au sein de la zone Sud-est. Cette aug- mentation est attribuable aux efforts sou- tenus de nos membres qui ont activement inscrit de nouveaux membres chez eux.

Un merci particulier est de mise en- vers tous ceux qui ont ainsi aidé à garnir les rangs des membres au sein de la zone.

Les résultats pour 2011...

Le premier prix, avec dix nouveaux membres libres : l'Electric Model Flyers of Southern Ontario

Le premier prix, avec trois nouveaux membres cadets chacun : l'Oakville Mil- ton Flying Club, les Pine Ridge Flyers et

le Toronto Electric Model Aviation Club.

Voici un autre défi. Nous pouvons en- core augmenter la base de membres, cette année. Si vous vous trouvez dans un magasin de passe-temps ou au terrain et que vous apercevez quelqu'un qui fait son entrée dans le monde de l'aéromodé- lisme, prenez quelques instants pour al- ler lui parler et invitez-le à voler à l'aide du MAAC. Mieux encore, offrez-lui un vol d'introduction en compagnie d'un ins- tructeur. C'est la meilleure façon de sus- citer de l'intérêt et d'attirer de nouveaux membres.

Le concours d'adhésion est offert une fois de plus à tous les clubs enregistrés au sein de la zone Sud-est en 2012. Les règlements et les objectifs demeurent les mêmes. Lançons-nous activement à la recherche de nouveaux membres et béné- ficiions collectivement de ces efforts dé- ployés. ✈

## South West Ontario (M)



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I received very sad news from Ron Wyman of the Stratford Model Club. Our good friend Bob Gladding passed away at his home on March 6th, 2012.

Bob was a longtime member and driving force of the Stratford Model Club. I always bumped into him at the Stratford Fun Flies and the London Swap Meet. Bob had a real love for the hobby and was a constant source of inspiration and encouragement to all who knew him. We will all sorely miss him. Rest in peace, my friend.

The events for the 2012 season are coming in fast and it looks like the weekends will be busy. I have received several invitations to events and myself and the Assistant ZDs and we will do our best to attend. Events happening this summer include the Forest Lakeside Flyers Fun Fly and they are hosting their first JET event on June 9th. If you have never flown there, you will enjoy the large field. New Hamburg, Saugeen, Stratford, Tillsonburg and Otterville will have their yearly events.

For the scale buffs, Forest Lakeside has their scale rally on July 7th. Last year's event was well attended, so scale is alive and well here.

Woodstock will host the yearly MacRowe Memorial Fun Fly and Owen Sound has its Fun Fly on July 14th.

A must-attend event is of course the Chatham Wings and Wheels starting on July 21st.

Actually, you can fly Friday right through to Sunday. Saturday night will be the famous steak barbecue, so get your tickets before they sell out! This event is supporting the Blenheim Kinsmen, Chatham Kent Boy Scouts and the Chatham Air Cadet 294 Squadron who appreciate your support.

The Kincardine club will be hosting its Fun Fly and they too have a nice location.

Wingham Jets will take place July

27th to 29th. The event will take place at the Wingham Airport, with lots of room

to camp and very nice washroom facilities in the terminal building.

Blewater will be hosting its annual Scale Rally on August 4th.

An event that I really enjoyed last year was the Sky Harbour Modelers event at the Goderich Airport. The runway is long and you can fly from either paved or grass. The dates are August 18th and 19th.

These are just the events that are sanctioned so far and I know there are a few still coming in, so check the MAAC event section for updates.

Any event that supports a cause such as Air Cadets, Scouts, local hospitals or a food drive, deserves our support. Be generous. I hope you enjoy many flights and keep your wings level. See you at an event! ✈



*Bob Gladding (MAAC 11896) a longtime member of the Stratford Model Club passed away on March 6, 2012. / Bob Gladding (MAAC 11896), un modéliste de longue date au Stratford Model Club, est décédé le 6 mars 2012.*

## Sud Ouest Ontario (M)



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J'ai reçu une bien triste nouvelle de la part de Ron Wyman, du Stratford Model Club. Notre bon ami Bob Gladding s'est éteint à son domicile, le 6 mars 2012.

Bob était membre depuis belle lurette du Club et il en était une bougie d'allumage. Je le rencontrais toujours lors des Fun-flies de Stratford et aux ventes de bric-à-brac de London. Bob adorait notre passe-temps et il était une source d'inspiration et d'encouragement auprès de tous ceux qui le connaissaient. Nous allons nous ennuyer de lui. Reposez en paix, mon ami.

Les événements de la saison 2012 se préparent à un rythme effréné et il semble bien que les fins de semaine seront fort occupées. J'ai reçu plusieurs invitations afin de me rendre -- ou les assistants de la zone -- et nous ferons de notre mieux afin de nous y rendre. Parmi les

rassemblements déjà annoncés, on compte le Fun-fly des Forest Lakeside Flyers et leur premier rassemblement de jets, le 9 juin. Je n'ai jamais fait voler une maquette là, mais le grand terrain vous plaira. Les clubs de New Hamburg, Saugeen, Stratford, Tillsonburg et Otterville ont déjà fait part de leur rassemblement respectif.

Avis aux amateurs de copies volantes : Les membres du Forest Lakeside Club préparent leur propre rassemblement le 7 juillet. La participation a été très bonne l'année dernière, si bien que cette discipline se porte bien, ici.

Le club de Woodstock sera l'hôte du MacRowe Memorial Fun Fly et Owen Sound prépare le sien, aussi le 14 juillet.

Vous ne pouvez manquer le Chatham Wings and Wheels, qui débutera le 21 juillet. En fait, vous pourrez faire voler vos maquettes du vendredi au dimanche. Le célèbre barbecue de steak se déroulera le samedi soir et vous feriez mieux de vous procurer des billets avant qu'ils

ne soient tous vendus! Cet événement est organisé en appui au Club Kinsmen de Blenheim, aux Scouts et à l'Escadron 294 des Cadets de l'air; tous apprécient votre aide.

Le club de Kinkardine organise son Fun-fly et le terrain est vraiment chouette.

Le rassemblement Wingham Jets aura lieu des 27 au 29 juillet. Celui-ci aura lieu à l'aéroport de l'endroit et il y aura amplement d'espace pour camper et des salles de bain seront ouvertes dans l'édifice du terminal.

Le club de Blewater organise son rallye de copies volantes le 4 août. Je me suis aussi beaucoup amusé au rassemblement des Sky Harbour Modelers, à l'aéroport de Goderich, l'année dernière. La piste est longue et vous pouvez faire voler vos maquettes de la piste comme de la pelouse. Dates à retenir : les 18 et 19 août.

Voilà un aperçu des rassemblements

*suite à la page 56*



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## Boucler la boucle: Une entrevue avec Keith Morgan

Le vol circulaire vit une période de renaissance en Amérique du Nord. Keith Morgan a été un modéliste tout au long de sa vie et, comme plusieurs de ses confrères, il a bouclé la boucle et est revenu à l'intérieur des cercles de vol circulaire après avoir volé au sein d'autres disciplines. Il a partagé quelques-unes de ses impressions au sujet de notre passe-temps avec nous.

**Q :** Comment le vol circulaire a-t-il changé lors de votre absence?

**R :** Les maquettes d'avion ont beaucoup changé en 30 ans, si bien qu'il m'est difficile de vous dire ce qui est exclusif au vol circulaire. Des moteurs qui fonctionnent bien, voilà une grosse différence!

Lorsque j'ai quitté le vol circulaire pour me consacrer au vol télécommandé et ensuite des Cessna, un Nobler muni d'un .35 était encore une maquette assez redoutable. La première chose que j'ai remarquée, c'est que maintenant, une maquette acrobatique (stunt) s'appelle maintenant un avion de Control Line Precision Aerobatics (CLPA) et que ces maquettes sont beaucoup plus grosses.

Il est maintenant très commun de voir une maquette d'une envergure de 65 pouces et même par un .65 tuned pipe. Le levier de queue (tail moment) est beaucoup plus important, maintenant. Les concurrents préfèrent les avions à train conventionnel et les maquettes électriques tout à fait concurrentielles sont passées à la réalité.

La qualité et la disponibilité générales de l'équipement se sont améliorées de beaucoup et il est relativement plus abordable.

Cela n'est pas l'apanage uniquement du vol circulaire, mais l'accès en ligne à des renseignements doit être l'une des plus grandes améliorations. Le vol de compétition est devenu moins frustrant puisqu'on peut savoir quelles les avancées les plus récentes et ce qu'utilisent les gagnants. La courbe d'apprentissage est plus abrupte, mais moins difficile.

Je crois que la raison pour laquelle le vol circulaire existe a changé. J'ai fait mes débuts en vol circulaire à l'époque où les appareils de télécommande nécessitaient une licence radio et qu'un système entièrement proportionnel coûtait l'équivalent d'environ 3 000 \$, en dollars de 2011.

Le modélisme constituait une étape

vers notre rêve de piloter les appareils à l'échelle réelle. Nous ne pouvions nous permettre des systèmes de télécommande et si nous le pouvions, nous nous dirigeons probablement alors directement vers l'aviation à l'échelle réelle. Les gens pilotaient des maquettes de vol circulaire parce que c'était accessible.

Maintenant, comme les avions télécommandés sont peu dispendieux sans être pour autant consacrés à la compétition, comme le sont ceux de vol circulaire. Notre discipline a évolué et est devenue un sport et elle répond à une niche en expansion. La construction constitue encore un passe-temps mais piloter une maquette de vol circulaire, c'est surtout se livrer à de la compétition. Si j'y suis revenu, c'est que j'y trouve une raison de voler et que je constate mes progrès en me mesurant à des pilotes très doués.

J'ai toujours ressenti de fortes sensations que de tenir la maquette au bout de ma main et qu'elle vole si près de moi.

L'autre chose qui a changé, c'est moi! J'ai fait voler toutes sortes de maquettes ainsi que de véritables avions et j'ai accompli des choses passablement excitantes dans ma vie. Aujourd'hui, la compétition en vol circulaire n'est pas une consolation envers quoi que ce soit. Plusieurs concours se déroulent au Canada et aux États-Unis, ce qui a tôt fait d'offrir un défi à relever à qui que ce soit. Ces concours sont conviviaux, abordables et accessibles et maintenant, je peux m'amuser à voler avec des gens dont je lisais les exploits dans les revues. Je crois bien que je ne suis pas tout seul. Voilà pourquoi la participation est tellement bonne, lors de concours.

**Q :** Qu'est-ce qui n'a pas changé?

**R :** C'est encore rudement amusant! Je crois que le vol circulaire a toujours revêtu cet air d'activité du samedi soir, lorsqu'on sort un hot-rod ou qu'on écoute du rock and roll. Faire voler un monstre peint de flammes, trop motorisé et à quelques pieds seulement du sol, ça fait encore partie du plaisir. Cela n'a pas changé, mais aujourd'hui, on ne voit plus personne en train de griller une cigarette en pilotant.

**Q :** Lorsque vous avez aperçu une maquette acrobatique moderne, qu'est-ce qui vous a impressionné?

**A :** Les maquettes sont bien plus perfectionnées aujourd'hui! J'ai dû poser un bon lot de questions avant d'avoir

compris ce que je regardais. Prenons une maquette de CLPA. Bien sûr, elle est dotée d'un moteur moderne et d'un silencieux... et celui-ci démarre! La mode maintenant, c'est de le régler à l'aide d'une aiguille wet de moteur deux-temps et d'ajuster la vitesse de vol à l'aide du pas de l'hélice. Certains moteurs modernes peuvent offrir un parcours classique de 2/4, c'est-à-dire que le moteur tourne comme un quatre-temps en vol rectiligne mais qui se transforme en deux temps lorsque la maquette amorce une manœuvre.

Les cellules plus imposantes sont moins affectées par le vent et les moteurs améliorés les rendent plus pratiques. Nous avons aussi appris à quel point la vibration peut affecter le rendement du moteur. Les designs modernes relient les supports moteur au longeron principal et utilisent les ailes afin de les amortir.

À l'époque, les plans montraient où placer les câbles, suggéraient un poids de pesée et n'ajustaient en rien la hauteur du réservoir de carburant. Nous nous disions alors que la formule était bonne pour toutes les maquettes et nous en arrachions, pour ainsi dire. Tout cela est maintenant ajustable et ça fait toute une différence!

Les queues sont plus grosses, jusqu'à incorporer environ 22 % de la surface alaire des ailes. Cela nous permet de reculer le centre de gravité du point de jadis (environ 15 % de la corde moyenne aérodynamique) à environ 22 %, ce qui fonctionne bien mieux en des conditions venteuses, en plus de permettre de virer plus serré et un vol plus stable. Le levier de queue (tail moment) est plus long, aussi. Maintenant, nous savons que la queue agit en levier afin de faire virer les ailes.

La vieille façon de nous y prendre, c'était de garder la maquette assez court afin qu'elle effectue des virages serrés, comme le Sopwith Camel. Maintenant, l'avion vire de façon beaucoup plus serrée ET vole mieux en rectiligne. J'ai entièrement confiance que la maquette ratera le sol.

Ce qui a aussi changé, c'est de garder l'avion hors des lignes. Nous pilotions anciennement avec une déviation de 2% ou plus du moteur et énormément de gouvernail de direction sur la droite. Bien sûr, si la maquette frisait le décrochage,

*suite à la page 56*

# Circle Back: An interview with Keith Morgan



Control line flying is currently enjoying something of a revival in North America. Keith Morgan is a life-long modeller who, typical of many, has returned to the circle after years of flying in other disciplines. He shares a few thoughts about the hobby with us.

**Q:** How has control line changed during your time away?

**A:** Model aircraft have changed so much in 30 years that what is exclusive to control line is hard to say. Engines that work are a big difference!

When I left to fly RC and Cessnas, a Nobler with a .35 was still a serious airplane. The first thing I noticed is that "Stunt" is now called Control Line Precision Aerobatics (CLPA) and the airplanes are much bigger.

A .65 with a pipe, pulling a 65-inch span airframe is common now. Tail moments are longer. Tail dragging is preferred and fully competitive electric aircraft are now a reality.

The overall quality and availability of equipment is way better and relatively cheaper too.

This isn't exclusive to control line, but access online to information has got to be the single biggest improvement. Knowing what the latest developments are and what the winners are using takes a lot of frustration out of competitive flying. The learning curve is steeper but much less difficult.

I think the reason that control line even exists has changed. I started in control line when RC required a radio licence and a full-house proportional system cost the equivalent of about \$3,000.00 in 2011 dollars.

Modeling was a stepping stone to our dreams of full-scale flying. We couldn't afford RC, and if we could, then we probably went straight to full-size. People flew control line because it was accessible.

Now, entry level RC can be very cheap and not really focused on competition, the way control line always has been. Control line has evolved into a sport and



*Sixty years of evolution. 1952 Galloping Comedian with a Fox .35, front, alongside a current SV-11 with a piped Ro-Jett BSE .65. / Soixante ans d'évolution. Voici un Galloping Comedian 1952, mû par un Fox .35 et à côté, un SV-11 moderne mû par un Ro-Jett BSE .65 avec tuned pipe.*

fills a particular, and growing, niche. Building is still a hobby, but flying control line is mostly about competing. Having a reason to fly and seeing myself improve against very capable people is why I came back.

Feeling the airplane in my hand and right up close is always a thrill.

Another thing that has changed is me! I've flown all kinds of models and full scale and done some exciting things in my life. Today, control line competition isn't a substitute for anything else. There's a full schedule of contests in Canada and the U.S. that could challenge anyone. They are friendly, affordable and accessible, and now I can indulge flying with people I used to read about in magazines. I guess I'm not alone. That's why the contests are so well attended.

**Q:** What hasn't changed?

**A:** It's still amazing fun! I think control line has always had a sort of Saturday night, hot-rod and rock and roll quality about it. Flying low inverted pull-outs with a wildly overpowered, flame-painted beast is still part of the fun. That hasn't changed but today you don't see someone smoking a cigarette while they do it.

**Q:** When you saw a modern control line Precision Aerobatics airplane, what impressed you?

**A:** The models are much more sophis-

ticated today! I had to ask a lot of questions before understanding what I was looking at.

I'll use a CLPA model for example. Of course, it has a modern engine with a muffler, and it actually starts! The fashion now is to run it with a 'wet' two-stroke needle setting and adjust air-speed with prop pitch. Some modern engines can give a beautiful classic 2/4 run where the engine effectively runs as a four-stroke in level flight but leans out to two-stroke operation when it is pulled up into a manoeuvre.

Bigger airframes are less affected by wind and the better engines make them practical. We've also learned how vibration can affect engine runs. Modern designs tie the engine mounts to the main spar and use the wing as a

dampener.

Back in the day, plans showed the lead-out position, suggested a tip weight and didn't allow a way to adjust the fuel tank height. We just assumed that it was 'one size fits all,' and struggled with it. All of that is adjustable now and it makes a huge difference!

The tails are bigger. They're now about 22% of the wing area. This allows the C.G. to be moved back from the old standard of 15% of the mean chord to about 22%, which works much better in windy conditions, gives tighter turns and a steadier feel.

The tail moments are longer too. Now, we know that the tail is a lever turning the wing.

The old way was to keep the airplane short for tight turns, like a Sopwith Camel. Now the airplane turns tight AND tracks straight. I feel confident the airplane will miss the ground.

Keeping the airplane out on the lines has changed, too. We used to fly with 2% or more of engine offset and a huge amount of right rudder. Of course, approaching a stall, this is the recipe for inducing a spin. If you lose airspeed with that configuration, that's exactly what the airplane tries to do.

*continued on page 28*



# F3K Hand Launch Glider Worlds: Team Manager's Report

By Ivan MacKenzie

## THE TEAM

The Canadian Team for the 2011 F3K (Hand Launch Gliders) World Championships in Sweden was made up of Patrick MacKenzie, Ivan MacKenzie and Tom Rabiega.

Unfortunately Tom was unable to attend, leaving just Pat and myself taking the trip.

## THE SITE

The competition took place in Arboga, Sweden, on the grounds of the regional airport. The site was well laid out, with a large parking / tent area in the middle, the official flight box on one side, and a large practice flying area on the other.

Pat and I arrived in Copenhagen on July 1st with about a six hour drive to Arboga.

Thanks to GPS, no wrong turns, just lots of nice Swedish countryside. We arrived at the field to find almost wind-free conditions and lots of test flying going on. We were tuckered out from the long trip, so we headed to the hotel to unpack our model boxes and get some shut eye.

## THE COMPETITION

On the weekend prior to the WC a pre-contest was held, dubbed the "Nordic Trophy." This gave the organizers a chance to test out the field, PA, scoring system, etc. prior to the 'big show.' This was by no means a small contest, with 100 competitors taking part.

When we woke up on Saturday morning we could hear the wind blowing in the trees outside our room. The wind never let up all day, topping out at around six m/s (20 km/h). This is well below the nine m/s limit set by the FAI, but still plenty windy.

The weather did not improve on Sunday: it was in fact a bit windier and there were also periods of rain. As a result the contest was cut short at six rounds, even though most of round seven had already been flown. This was not good for Pat, as he lost a good score and could not improve on his placing.



Ivan MacKenzie (L), Pat MacKenzie at 2011 F3K World Championship, Arboga, Sweden

## NORDIC TROPHY RESULTS

- 1st – Joe Wurts, New Zealand
- 2nd – Roland Border, Germany
- 3rd – Mattias Hammerskjöld, Sweden
- 59th – Ivan MacKenzie (71.21%)
- 80th – Pat MacKenzie (58.49%)

Monday, July 4, was processing and the opening ceremonies. During processing we, along with many others, found there were small issues with our models. The most common issue was nose radius. It was painful to watch pilots taking sandpaper to the front end of their very expensive gliders!

At the Team Manager's meeting on Sunday night, there were a number of concerns raised. The organizers did a good job of addressing these prior to the start of the contest. Most importantly, they agreed to increase the number of planned rounds from nine to 12, or roughly four rounds per day for the three days of the preliminary competition.

In the end, 10 preliminary rounds were flown. The weather was much nicer than the weekend: calmer and mostly cloudy with a few short breaks due to rain.

Thermal conditions were sometimes easy, sometime challenging. All-in-all, it was a good test of piloting and thermal hunting skills.

The level of competition was extremely high, with somebody in every round maxing out. Any small mistake and you would lose points to the leaders. Pat and I both made our share of small mistakes, and by the end of the preliminary rounds we found ourselves in 70th and 71st places out of 77 competitors.

On the final day the top 12 pilots competed in a six round fly-off. This was spectacular to watch, as the pilots pushed each other to their limits and the limits of their models in some very challenging conditions.

## THE FINAL RESULTS

- 1st – Joe Wurts, New Zealand
- 2nd – George Morris, United States
- 3rd – Michael Stern, Great Britain
- 70th – Ivan MacKenzie, 82.01%
- 71st – Pat MacKenzie, 81.75%

I would like to thank the members of MAAC for their support, a special thank you to everyone who supported us by purchasing 'team wear.' We also owe a very special thank you to Thomas Lee of Arm-Soar Composite Gliders who designed the team wear and managed the donations. ✈



By Ivan MacKenzie

For those not familiar with the F3K class, I will start with a bit of background. Gliders for F3K competition must meet the following criteria:

- Maximum projected wingspan – 1.5 metres
- Maximum weight – 600 grams

In practice, the maximum weight is not an issue, as typical F3K models of today weigh in the range 240 - 310 grams (8.5 – 11 ounces) unballasted.

The model must be launched by hand. Any method can be used, but in practice all competition pilots use the discus launch method, leading to the gliders being called discus launch gliders, or DLGs for short. The DLG launch technique, which can be seen on numerous Internet videos, yields launch heights of 30 – 60 metres (100 – 200 feet). Depending on wind conditions, very strong launchers can even exceed these numbers; it is quite something to see.

Tasks in F3K are more varied than in other soaring competitions. Each task is run in a 7 – 10 minute window, and within that window one or more flights must be achieved with specific target times. All flights must start and stop within the landing field: land out, and your flight scores a zero.

There are a total of 8 different tasks defined in the official F3K rules, ranging from relatively simple (all up, last down) to more complex (start with a 30 second flight, then each successive flight time increases by 15s) to downright nasty (you call a target time and make it or try again [and again and again...]). To be a successful F3K competition pilot, you need a "game plan" for each task. But more than that, you need to be able to re-think your game plan as the task progresses,

due to changing weather conditions, etc. It can get quite stressful during a task, so having a good timer/caller is very important.

Handlaunch is currently the fastest growing discipline of thermal soaring for a variety of reasons:

ment is required (e.g. most other types of gliders require a high-start or winch for launching).

Competition models have wings made of Kevlar®/carbon fibre over a foam core, or have fully molded construction. Fuselages are most often a one-piece construction of a (2.4 GHz-friendly) Kevlar® or (not 2.4 GHz friendly) carbon fibre front end, and a fully carbon fibre tail boom. Tail surfaces are typically Kevlar®/carbon fibre / fibre glass over foam. DLGs have flaperons (flying surfaces on the wings that act as both ailerons and flaps), elevator, and rudder for control.

As with other classes of model competition, technical innovation in F3K is focused on improving plane performance. For F3K, this translates to improving launch height, improving the ability to range around the field in search of lift, thermalling ability, etc. These gains must be achieved while keeping pilot workload to a minimum (i.e. the plane must still be "easy" to fly). Designers work on airfoils (both wing and tailplane), wing planform, wing area, tailplane area, etc. in an attempt to achieve their design goals.

As with any engineering exercise, there are always trade-offs and decisions to be made. So, some are better at floating in light air, where others work better in windy

conditions. As the weather cannot be predicted, we took models targeted for different conditions with us to the World Championships. And we were not alone; World Champion Joe Wurts and many other competitors did the same.

What does the future hold for F3K? It's difficult to predict, but if current trends continue we should see models that launch higher, range farther, are lighter, and thermal more efficiently. ✈



DLG Shortly After Launch (Photo Credit: Peter Hanson)

- Low-cost, miniaturized radio gear has become readily available.
- Composite construction techniques have been adopted / improved by model manufacturers, leading to gains in strength (better launch heights) while maintaining or even decreasing model weight (better flight characteristics).
- Models can be flown in very small areas (school yards, small parks).
- In comparison to other thermal soaring events, little to no support equip-



# La détermination de Dwight

par Gaston Boissonneault

La force d'un homme dépasse de beaucoup ses aptitudes et sa passion pour la vie. On s'en rend compte en apercevant l'étincelle dans son regard lorsqu'il est confronté à des obstacles et qu'il continue à persévérer, le temps de les surmonter. Dwight Jones constitue la définition de la force de caractère puisqu'il était déterminé à atteindre son but en dépit des défis.

J'ai entendu parler de Dwight il y a quelques années par le biais du téléphone texte (ATS). Il a besoin de ce service afin de communiquer avec les autres puisqu'il est sourd. Le jeune homme âgé de 27 ans voulait énormément faire voler des maquettes, si bien que nous avons planifié un rendez-vous au Northern Ontario Swap Meet à Hanmer, une petite communauté située à 15 minutes au nord de Sudbury (dans le Nord ontarien). Je ne me souvenais pas que cette vente-échange avait lieu à l'aréna local plutôt qu'au mail commercial et nous n'avons pas réussi à nous rencontrer une première fois.

L'été d'ensuite, alors que j'assistais au rassemblement IMAC à Azilda, j'ai remarqué un jeune homme qui se tenait non loin du comptoir d'alimentation et qui faisait un brin de jasette à l'aide de la Langue des signes. J'ai décidé d'approcher ce jeune homme et à mon grand bonheur, il s'agissait bel et bien de Dwight. Nous avons ensuite communiqué en écrivant à l'arrière d'assiettes de carton.

Au fil de l'échange, je lui ai promis de lui donner quelques feuilles de mousse bleue afin qu'il se construise un foamie, ce qu'il avait l'intention de faire. J'ai aussi invité Dwight au terrain du club le lundi suivant (un congé statutaire). Malheureusement, ce matin-là, j'ai reçu un appel d'urgence (service) et j'ai été incapable de rencontrer le jeune homme. Je n'étais pas préparé à répondre à cet appel et je n'ai pas informé Dwight que nous devions remettre notre rendez-vous. Ce dernier s'est bel et bien présenté au terrain cette journée-là et un membre du Club, Steve Lapper, a donné un kit de Blue Foamie au jeune homme et à son ami Kyle, gratuitement.

Je n'ai pas entendu parler de Dwight jusqu'à l'été d'ensuite. J'étais annonceur au micro lors du Fun Fly du SMAC à Sudbury lorsqu'un membre m'a informé qu'un jeune homme voulait faire voler son Blue Foamie mais qu'il n'avait pas d'assurance MAAC. J'ai tourné ma tête et j'ai cherché ce pilote du regard et c'était Dwight, à mon grand bonheur, qui était debout avec sa maquette fin prête à voler. J'ai décidé qu'il était temps que Dwight goûte aux joies du pilotage. Je me suis donc tenu à côté de lui et lui ai permis de faire voler son engin. Son pilotage était remarquable et c'était assurément un moment dont on se souviendrait longtemps.

J'ai été émerveillé de son immense talent initial et la foule approuvait tout autant. Au moins 20 instructeurs se trouvaient au terrain cette journée-là et tous

voulaient prendre Dwight sous leur aile, pour ainsi dire. Avec l'aide de Mike Buck (instructeur au Club NIPAC de North Bay), nous avons remis des «ailes» à Dwight. J'ai donné suite à cela en inscrivant Dwight à titre de membre de notre Club GSM, sans frais, et je lui ai promis que le Club s'occuperait de sa cotisation MAAC. Le directeur de zone Kevin McGrath m'a informé plus tard que la zone débourserait la moitié de la cotisation de Dwight.

C'était la première occasion qu'avait Dwight de devenir membre d'un club puisque son expérience de vol se résumait à de la familiarisation à l'aide d'Internet et de simulateurs de vol.

Lorsque la saison de vol intérieur a commencé, j'ai décidé de m'engager à cueillir Dwight à chaque dimanche afin de l'accompagner au gymnase afin qu'il puisse faire voler sa maquette avec nous. Il habite à environ 75 km du gymnase, ce qui fait que c'est une bonne distance à parcourir à chaque semaine mais je veux m'assurer que ce pilote ambitieux affiche toujours cette étincelle dans les yeux lorsqu'il entre dans le gymnase. D'autres membres du club donnent aussi un coup de main et reconduisent Dwight. Comme j'arrive à susciter l'intérêt de cet aspirant pilote, je retire beaucoup de satisfaction à être en mesure de l'aider à réaliser son rêve de faire voler une maquette. Sa détermination nous inspire tous et nous sommes privilégiés de le voir s'investir au sein de notre passe-temps avec autant de passion. ✨

Circle Back

From page 25

The modern way is to try for zero engine offset, zero wing incidence and a centred rudder and have the model fly a tangent to the circle. That means that if you lose too much airspeed going vertical, the airplane doesn't fight you.

Flaps and elevator movement ratios are mostly one-to-one now and the huge flaps of old are disappearing. Every pilot has their own set-up, of course.

I compete with two-stroke glow engines but four-strokes are not unusual and now electric CLPA is a reality, too. Kim Doherty took his "Shockwave" to the World Championships in 2009. I had the honour of launching it and it almost dragged me across the pavement. Electric power is definitely here to stay.

✨



## Tell us your stories

We are looking for good ideas and great stories! If you have construction articles, model profiles or stories about great club events, send them in to us!

Articles should be about 475 words with 4 to 6 photos.

Model Profiles should be about 300 words with 4-6 photos.

Send be your ideas! - Envoyez-moi vos idées!

## Racontez-nous une histoire!

Nous recherchons quelques bonnes idées et des histoires sensationnelles. Que vous ayez des trucs de construction ou un profil traitant de maquettes ou d'un club fantastique, informez-moi de ce que vous avez.

Les articles proprement dit devraient compter environ 475 mots et comporter de 4 à 6 photos.

Les profils de maquettes devraient compter environ 300 mots et comporter de 4 à 6 photos.

Editor@ModelAviation.ca

# Dwight's Determination



by Gaston Boissonneault

The strength of a man goes way beyond his capabilities and his passion for life. It is seen in the gleam in his eyes when he is challenged with adversities and he continues to persevere to overcome each and every one sent his way. Dwight Jones is the definition of strength as he was determined to achieve his goal to fly despite some challenges facing him.

I first heard from Dwight a few years ago through the text telephone (TTY) system. He requires this service to communicate with others as he is deaf. The 27-year old was very interested in flying models, therefore we planned to meet up at the annual Northern Ontario Swap Meet in Hanmer, a small community fifteen minutes north of Sudbury. I failed to remember the Swap Meet was held at the local arena instead of the local mall and we were unable to connect for our first meeting.

The following summer, while at the IMAC event in Azilda, I noticed a young man standing near the food counter, conversing through the use of sign language. I decided to approach this young man and to my delight, it was Dwight. We communicated by writing on the back of some paper plates. During the conversation, I promised to give him a few sheets of blue foam to build a foamie, which he wanted to do. I also invited Dwight to the club field on the following Monday as it was a statutory holiday. Unfortunately, that Monday morning, I was called away on an emergency service call and was unable to meet Dwight. As I was not prepared for this emergency call, I failed to inform Dwight that our meeting was cancelled. Since he did show up at the club field that day, club member Steve Lapper gave Dwight and his friend Kyle a Blue Foamie kit each, free of charge.

I did not hear from Dwight again until the following summer. I was announcing over the PA system at the SMAC Fun Fly



*Dwight Jones, left and Gaston Boissonneault pose with their Blue Foamies. / Dwight Jones (à g.) et Gaston Boissonneault exhibent leur Blue Foamie respectif.*

in Sudbury when I was informed from a member that there was a young man who wanted to fly a Blue Foamie but had no MAAC insurance. As I turned my head to see who the aspiring pilot was, I was delighted to see Dwight standing there with his Blue Foamie completed and ready to fly. I decided that it was time for Dwight to experience flying. Therefore, I stood by his side and allowed him to fly for the first time. His flying was remarkable, and it was definitely a moment to remember.

I was amazed at his great initial talent and the crowd was ecstatic. There were at least 20 instructors at the field that day, all were willing to give Dwight his wings. With the help of Mike Buck, an instructor from NIPAC in North Bay, we gave Dwight his wings. I followed this by making Dwight a member of our GSM club at no charge and promising him that the club would also pay for his MAAC. Zone Director Kevin McGrath later in-

formed me the zone would pay half of Dwight's dues.

This was Dwight's first opportunity to become a member of a club as all of his prior flight experience had come from the Internet and flight simulators.

When the indoor season started, I decided to commit to picking up Dwight every Sunday to bring him to our gym and let him fly with us. Dwight does live approximately 75 kilometers away from the gym so it makes for quite a distance every week to ensure that this ambitious flyer is able to show us his gleaming eyes as he sets foot into the gym. Other members of our club do help and bring Dwight to and from his home on a weekly basis. As I am still able to foster the interest in this aspiring flyer, it gives me great pleasure to be able to help Dwight realize his dream of flying. His determination is inspiring to all of us and we are privileged to see him involved in our hobby with such passion. ✈



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par André Pépin  
MAAC # 40763

Les 3 et 4 février 2012, j'ai eu la chance de participer à une activité plutôt spéciale reliée à l'aéromodélisme. En effet, en compagnie de deux collègues du Club Les Phoenix, j'ai pris part à une activité de formation à l'École d'entrepreneurship de Beauce. Cette école, unique en Amérique du Nord, propose une formation inédite pour des propriétaires d'entreprise et leur relève.

Michel Gendreau, propriétaire de Gara-ga inc., un important fabricant de portes de garage, devait organiser une activité d'équipe à l'EEB. Comme il est un amateur d'avions et pilote, il souhaitait que son groupe d'étudiants assemble trois maquettes d'avions téléguidés et les fasse voler après une séance de construction de tout juste sept heures.

Miguel Morin, employé de Garaga et ancien membre du Club Phoenix, nous a approchés. Il est vite devenu évident que de faire assembler trois maquettes à trois équipes de néophytes exigerait plus d'une personne. M. Morin a donc sollicité l'aide de trois membres : Martin Bédard (président), Daniel Laliberté (v.-p.) et moi-même (secrétaire). Nous devons chacun

être coach d'une équipe de huit étudiants. M. Morin devait acheter celles-ci et tout le matériel nécessaire. De plus, je devais faire une courte présentation sur l'aéromodélisme ainsi que donner des explications sur l'activité.

Le jour venu, après un excellent souper en compagnie des étudiants, j'ai présenté sur grand écran un court vidéoclip que j'ai réalisé afin de montrer les acti-

DX6i avait été acheté. À la fin de l'activité, l'un des étudiants remporterait l'une des maquettes avec l'émetteur DX6i, une pile et un chargeur. Les deux autres avions seraient suspendus dans le hall de l'école et dans le hall chez Garaga.

L'activité s'est très bien déroulée et deux avions ont décollé et effectué quelques circuits. Malheureusement, le troisième a eu un problème et s'est écrasé

au décollage. Il sera réparé et ira décorer le hall de l'école. Nous avons bien ri lorsque les étudiants ont personnalisé leurs avions en insérant leurs photos dans les vitres de la cabine. Ils ont aussi changé l'immatriculation pour refléter le nom de l'école. Les étudiants ont bien aimé voir le fruit de leur travail prendre l'air et ont été surpris de la performance des avions électriques.

Nous avons reçu de très bons commentaires et avons bien aimé l'expérience. De plus, le Club Phoenix y a

gagné une commandite de la part de Garaga pour la prochaine saison. Nous serions tous prêts à répéter l'expérience.

Site Web de L'EEB : [www.eebeauce.com](http://www.eebeauce.com)

Vidéoclip sur l'aéromodélisme : <http://vimeo.com/35675181> ✈



*Daniel Laliberté explaining some facets of the hobby. / Daniel Laliberté y va de quelques explications.*

vités du Club Phoenix et j'ai offert une présentation PowerPoint décrivant la maquette choisie, le Beechcraft Bonanza de E-Flite. Ensuite, les étudiants se sont divisés en équipe afin d'entreprendre la construction. Chaque équipe disposait de tous les outils et matériaux, électronique et motorisation requis pour la construction et le vol. Un émetteur Spektrum



# Les Phoenix attend school!



by André Pépin  
MAAC # 40763

On February 3-4, 2012, I was fortunate to take part in an aeromodelling-based special event. With two colleagues from Club Les Phoenix, I help train students at l'École d'entrepreneurship de Beauce. This unique institution in North America trains future entrepreneurs.

Michel Gendreau, owner of Garaga Inc, garage doors, had to organize a team activity at the EEB. Since he is an aircraft enthusiast and a pilot, he was hoping to have his students fly three RC models after a building session of seven hours.

Miguel Morin, Garaga employee and former Phoenix member, approached us. It was obvious more than one person would have to tackle teaching building and flying to newcomers to the hobby. Mr. Morin sought three members : Martin Bédard (President), Daniel Laliberté (v.p.) and myself (secretary). We each needed to coach a team of eight students.

Mr. Morin would buy the models and equipment. I was to make a short presentation on aeromodelling and explain the project.

one student would win a model, the other two being suspended in the school hall and at Garaga H.Q.

The flying session went well and two

models took off and made circuits. Unfortunately, aircraft number three experienced a problem on take-off; it will be repaired and displayed in the school hall. We had a good laugh when we noticed the students had glued photos of themselves in the cockpit windows. They had also changed the call letters to some reflecting the name of the school. Students loved to see their finished products take to the air and were surprised at the performance



*Readying for flight./ Préparation au vol.*

On the day of this event and after sharing dinner with the students, I presented a short video of Les Phoenix' activities and I shared a PowerPoint presentation on the chosen model, the E-Flite Beechcraft Bonanza. Students teamed up to start building. All tools and materials were supplied, along with electronics and motor. A Spektrum DX6i was bought, as well as a battery and charger. In the end,

these electrics exhibited.

We received very positive comments and we loved the experience. Club Phoenix also gained a sponsor in Garaga for next season. We'd start over in a heartbeat!

EEB website : [www.eebeauce.com](http://www.eebeauce.com)  
Aeromodelling video clip : <http://vimeo.com/35675181> ✈



# Photo Gallery



*Above: Jacques Des Becquets' DAW Mustang EPP sloper makes a pass along the slope in Leclercville, PQ, at the hands of Jacques Blain. Photo: Jacques Des Becquets.*

*En haut, Le Mustang en mousse EPP (de DAW) de Jacques Des Becquets effectue une passe le long de la pente à Leclercville (Québec), piloté par Jacques Blain.*



*Left: Marc Lafleur's Corsar sports some floats for some winter flying at the Les Ailerons Club field.*

*À g. : Le Corsar de Marc Lafleur est doté de flotteurs pour du vol hivernal au terrain du Club Les Ailerons.*

*Below: Michael Jenkins with his 89-inch Super Decathlon, powered by a Saito 120, at the WIMAC field for a winter flying session. Note the club's winterised, propane heated shelter!*

*En bas : Michael Jenkins et son Super Decathlon (envergure de 89 pouces) mû par un Saito 120 au terrain du WIMAC lors d'une séance de vol hivernal. Notez l'abri chauffé (au propane) du club!*

*Opposite: Tom Brochman's Unionville Turbo Beaver.*

*Ci-contre : le Turbo Beaver (d'Unionville) de Tom Brochman.*



# Photo Gallery



*Air Tractor 401-B*



*Trainer 20*



*33% J-3 Cub*



*25% & 35% versions June 2012*

*42% Super Decathlon*



*Stick 30-50-85-150*



*Eclipse 50*



*38% Red Lion*



*Air Tractor 402-B*



*Payload Master 100*



*Trainer 26-50*



*33% & 40% Waco*

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# Aero Club of Canada



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As I reported in my last column, we have had queries as to whether MAAC modellers are bona fide members of the Aero Club of Canada. The Board has now agreed to put the ACC and FAI logos on the back of our membership cards, which I trust will make the matter clear.

It has been a really good year in international competition for Canadian aeromodellers. While we didn't win any World Championships, two of our teams have been on the podium with excellent performances. Our free flight glider team won a silver and the free flight power team won a bronze. Considering the stiff competition from other nations, this is a noteworthy effort and one of which we can all be proud.

Zone Directors sometimes get asked 'Why do we support FAI competitors when nobody supports me if I want to fly

in Top Gun?' Well, this is a matter of apples and oranges. To represent Canada in an FAI World Championship, you have to be selected as the best of the Canadian flyers in your particular discipline and your performance may be assessed to see if it is of a sufficiently high standard to be worthy of support. To go to Top Gun, there is no competitive process, although your entry has to be accepted by the organizers. At Top Gun, there is no national aspect to the competition.

The amount we have been granting to our competitors has been severely cut back over the years. At one time, it used to be sufficient to cover the travel costs and maybe some of the living expenses, but this is far from the case now. As for why we do it, I will quote Rick Reid, one-time MAAC President, who used to say 'We don't want Canada to be represented only by the rich.' Team funding isn't as much as some would like MAAC to provide, but it is welcomed by the flyers and serves to assure them that they have Canadian support.

Sport modellers may not realize that modellers who fly in FAI events are not always supported by MAAC. There are a number of FAI events held in the USA and across the world which are not world championships and at which our modellers sometimes compete as individuals.

Our Aero Club fees have gone up slightly this year. This is because the FAI fees have been going down in recent years because: The Aero Club negotiated a better deal for Canada with respect to the FAI fees, there was money available from Red Bull from their use of FAI regulations, and - the currency exchange rate of the dollar to the Swiss Franc was favourable.

Today, unfortunately, the Red Bull money is finished, FAI base costs have gone up, and the exchange rate is not as favourable. In addition, the Aero Club is undertaking a long due update of its website.

The Aero Club is a lean organization. It cost \$4,362 last year to run the office - compare that with the MAAC figure. ✈

# l'Aéro Club du Canada



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Comme je l'ai annoncé dans ma dernière chronique, nous avons reçu des demandes de renseignements à savoir si les modélistes au sein du MAAC sont des membres de l'Aéro-Club du Canada. Le Conseil de direction a maintenant accepté de faire imprimer les logos de l'ACC et de la FAI au verso des cartes de membres; j'espère que ça clarifie le tout.

Les modélistes canadiens ont connu une très bonne année dans le giron de la compétition internationale. Bien que nous n'ayons remporté aucun championnat mondial, deux de nos équipes sont montées sur le podium après que les membres eurent réalisé de très bonnes performances. Notre équipe de planeurs vol libre a remporté une médaille d'argent et l'équipe de vol libre (maquettes motorisées) a ravi la médaille de bronze. Compte de la concurrence féroce émanant des autres nations, nous pouvons nous être fiers de l'effort qu'ont déployés nos représentants.

Les directeurs de zone se font parfois

demander «Pourquoi appuyons-nous les concurrents de la FAI alors que personne ne m'appuie si je veux me rendre au Top Gun?». Eh bien, c'est un peu comparer des pommes et des oranges. Si vous voulez représenter le Canada lors d'un championnat mondial de la FAI, vous devez être sélectionné à titre de l'un des meilleurs pilotes canadiens au sein de votre discipline et votre performance pourrait être évaluée afin de vérifier si elle répond aux normes élevées qui dicteraient que l'on vous appuie. Si vous voulez vous rendre au Top Gun, il n'y a aucun processus de compétition, quoique les organisateurs doivent accepter votre inscription. Chez le Top Gun, la compétition ne revêt pas un aspect national.

La somme d'argent que nous remettons à nos concurrents a diminué de beaucoup au cours des années. À une certaine époque, elle suffisait à défrayer les coûts de déplacement et peut-être quelques dépenses sur place mais c'est loin d'être le cas maintenant. Quant au pourquoi de se donner tant de mal, Rick Reid, l'un des anciens présidents du MAAC, disait à qui voulait l'entendre : «Nous ne voulons pas que le Canada ne soit repré-

senté que pour les riches.» Le financement des équipes ne se situe pas au niveau de ce que certains voudraient que le MAAC contribue, mais les pilotes accueillent favorablement toute somme et cet argent leur prouve qu'ils bénéficient d'un certain appui canadien.

Les modélistes sportifs ne se rendent peut-être pas compte que les modélistes qui participent à des rassemblements de la FAI ne sont pas toujours appuyés par le MAAC. Plusieurs épreuves de la FAI aux États-Unis ou ailleurs dans le monde ne sont pas des championnats mondiaux et nos modélistes s'y rendent parfois à titre individuel.

Nos cotisations de l'Aéro-Club ont légèrement augmenté, cette année. C'est parce que les cotisations à la FAI ont diminué, ces dernières années. C'est redevable au fait que l'Aéro-Club a négocié une meilleure affaire pour le Canada, relativement aux cotisations de la FAI; Red Bull avait libéré de l'argent en échange de leur utilisation des règlements de la FAI; et l'échange du dollar par rapport au franc suisse était favorable.

Malheureusement, aujourd'hui, l'ar-

*suite à la page 35*

# Archives



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Our supply of surplus issues of Model Airplane News has been greatly diminished by several members, during the past months, to the extent that we are left with magazines from about 1990 to date. Many of these are dealers' returns, i.e., they have the title and date removed from the covers, leaving the rest intact. If these are not requested by the end of April, they will be consigned to the recycling bin.

Next up for grabs will be our surplus A.M.A. MODEL AVIATION issues. As yet, they have not been gone through but we should be able to have the surplus issues available in time for our next report.

I know that many of our members are looking forward to having the opportunity to obtain some of our surplus copies of AEROMODELLER and SMAE's MOD-

EL AIRCRAFT but they will have to be patient. We have such a mixture of them that it will take longer than usual to sort and select archival copies from them. Please be patient.

For some time, we have had an unopened box here. It was addressed to Bill Henderson who, as you may remember, was donating time to help sort out the archival material but has been unable to come in. Since Bill did not know what it contained, he gave us permission to open it.

To my surprise and delight, it contained the Drimmie model engine which had been given to MAAC's Museum Chairman, Gordon McLauchlan, in 2004 during a session with modellers in Halifax. It was destined for a future MAAC Museum but when it is cleaned up and remounted, it will be on display at the office.

For those of you who are unfamiliar with this engine, we can tell you that it

is one of the earliest Canadian produced model plane engines. It was made in Toronto and sold from 1938 - 1940 by the maker through ads in the Classified Ads section of Model Airplane News.

It was not a very powerful engine and was seldom seen used in gas models of the day. I have yet to find any mention of it being used by gas modellers during the time it was available. However, that we have a used one certainly indicates that it was purchased by modellers in the day. Whether it was used successfully in a model has yet to be learned. We will present photos of the engine and further information about it once it has been cleaned up and remounted for display at the MAAC office. If any member can provide any information on the engine, particularly its use, please let us know. Thanks. ✈

# Archives



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Notre approvisionnement de Model Airplane News a diminué de beaucoup grâce à la participation de plusieurs membres au cours des derniers mois, à tel point que les numéros qui nous restent se situent entre 1990 et aujourd'hui. Plusieurs de ces exemplaires sont des retours des distributeurs, si bien que les titres et pages couverture ont été arrachés, mais les autres pages sont intactes. Si personne n'en réclame d'ici la fin avril, ces revues iront au recyclage.

Prochaine pile de revues à être ainsi distribuées, MODEL AVIATION, de

l'A.M.A. américaine. À ce jour, nous ne les avons pas parcourues, mais ça devrait être fait d'ici la prochaine chronique.

Je sais que plusieurs membres ont hâte de se procurer des exemplaires excédentaires d'AEROMODELLER et de SMAE's MODEL AIRCRAFT mais ils devront être patients. Nous en avons une brochette et il nous faudra un peu plus longtemps afin d'en faire le tri et de sélectionner nos exemplaires qui nous serviront aux archives. Veuillez être patients.

Depuis un petit moment déjà, une boîte avait été déposée ici sans être ouverte. Elle était adressée à Bill Henderson qui, comme vous vous en souvenez peut-être, offrait de son temps afin d'aider à classer le matériel d'archives. Lui-même ne savait pas ce qu'elle contenait, aussi nous a-t-il donné la permission de l'ouvrir.

À ma grande surprise et à mon émerveillement, elle renfermait un moteur miniature Drimmie, dont on avait fait don au président du Comité du musée, Gordon McLauchlan, en 2004, lors d'une rencontre avec des modélistes d'Halifax. On le destinait à un futur musée du MAAC mais lorsqu'il aura été nettoyé et préparé, nous le mettrons en exposition

au bureau.

Pour ceux d'entre vous qui ne connaissez pas ce moteur, nous pouvons vous dire qu'il s'agit de l'un des plus anciens moteurs miniatures produits au Canada. Il a été construit à Toronto et a été vendu entre 1938 et 1940 par le biais de petites annonces dans Model Airplane News.

Ce n'était pas le plus puissant des moteurs et a été rarement vu monté sur une maquette, à l'époque. Je n'ai pas encore trouvé une quelconque mention d'un modéliste qui s'en servait. Toutefois, si nous en avons eu maintenant en notre possession, cela nous indique que des modélistes de l'époque s'en sont munis. Nous n'avons pas encore appris s'il a eu du succès, une fois monté sur une maquette. Nous vous offrirons des photos et des renseignements une fois qu'il aura été nettoyé et monté à des fins d'exposition, ici au bureau du MAAC. Si un membre peut nous fournir d'autres renseignements, particulièrement en ce qui a trait à son utilisation, veuillez nous le faire savoir. Merci. ✈

ACC *suite de la page 34*

gent Red Bull est épuisé; les coûts de base de la FAI ont augmenté et le taux de change n'est plus aussi favorable. De plus, l'Aéro-Club a entrepris une cure de rajeunissement de son site Web, ce qui aurait dû se faire plus tôt.

L'Aéro-Club est un organisme aux moyens assez minces. Le bureau a coûté 4 362 \$ l'année dernière; comparez cela aux chiffres du MAAC. ✈

# Beginner



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## WHAT IS A BEGINNER ?

A beginner doesn't necessarily mean that he's the youngest member of a society. A different interpretation should be "those who are about to enter into something different, or for the first time." This could apply to anyone, regardless of age. I would like to direct this toward the fellows who are entering their years of maturity and who are looking either for a new challenge or a different avocation. Too many of us are locked into a lifestyle that is dull and repetitive. Model building offers new and unlimited vistas to all of us.

I have never seen a hobby that encompasses so many different aspects for enjoyment. Modelling involves the basic stages of planning, selection and preparation. This is where you choose the model you wish to build. Whether it be

a ship, a fighter plane or a high soaring glider, the choice is yours. Other choices may be for the companionship of fellows who have similar interests, or maybe it is an opportunity just to get out in the fresh air and fly your plane.

The hobby has changed greatly in the last decades. At first, it used to be that we would sit down at a drawing board and draft out our future project. Then it moved up a level where we could buy a 'package deal.' We could buy a complete kit: the plans, the materials and all the hardware would all be there in the box. All we had to do was to follow the instructions and we would have a model ready to fly when it was finished. By this time, we would have rehearsed the launch and the flight a hundred times.

Fast forward to the present. We now live in the age of fast foods and instant gratification. As a new modeller, we can walk in to a hobby shop and chat with a knowledgeable salesperson about what we would like to do. Sometimes,

it can be a time-consuming project that we have dreamed about and that will take a long time to complete. On the other hand, there are fellows who would just like to get out and fly. Now we can get Almost Ready To Fly (ARF) models. These planes come in a box, but they can be assembled very quickly, sometimes in minutes. All they need is batteries or some charging time.

I would like to see community organizations open up their activities to include model building. If necessary, our local clubs could supply instructors to help in these programs. This would include explanations of insurance, safety and hands-on instruction.

MAAC has all these facilities. If you are considering starting into this fascinating hobby, stop in at your local hobby shop and find out where and when the local flying club meets. The clubs welcome guests and visitors. Who knows, you may even see someone you know there. ✈

# Débutant



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## QU'EST-CE QU'UN DÉBUTANT ?

Un débutant n'est pas nécessairement le plus jeune membre d'une société. On pourrait offrir une interprétation différente en avançant qu'il s'agit des personnes qui s'apprennent à entrer dans une sphère d'activité différente, et ce, pour la première fois. Ceci s'applique à quiconque, peu importe l'âge. J'aimerais diriger cette notion à l'endroit des gars qui atteignent présentement leur maturité et qui recherchent un nouveau défi ou une nouvelle vocation. Plusieurs d'entre nous avons tendance à nous renfermer dans un style de vie qui est aussi monotone que répétitif. La construction de maquettes nous offre de nouvelles avenues presque illimitées.

Je n'ai jamais vu un passe-temps qui renferme tant de volets amusants. Le modélisme comprend les stades initiaux de la planification, de la sélection et de la préparation. C'est à ce moment que vous choisissez la maquette que vous désirez construire, qu'il s'agisse d'un navire, un avion de combat ou un planeur... le choix

reste le vôtre. Vous pouvez aussi avoir décidé de vous lancer afin de bénéficier de la camaraderie de collègues de club ou peut-être est-ce pour vous l'occasion de mettre le nez dehors et de faire voler votre avion.

Ce passe-temps a beaucoup changé au cours des décennies. Au début, vous pouviez vous asseoir à une table à dessin et concevoir votre prochain projet de construction. On passait ensuite au tout-compris. On pouvait acheter le kit : plans, matériaux et tringlerie dans une boîte. Tout ce que nous devons faire, c'est de suivre les instructions et nous nous ramassions avec une maquette qui pouvait voler. Rendu à ce point, vous aviez pratiqué le lancer et le vol des centaines de fois.

On avance aux temps modernes. Nous vivons maintenant à l'ère des repas-minutes et de la gratification instantanée. À titre de nouveaux venus, nous pouvons entrer chez un magasin de passe-temps et faire un brin de jasette avec un représentant expérimenté qui nous conseillera sur ce qu'il convient de faire. Parfois, notre projet bouffera beaucoup de temps -- nous en avons rêvé! -- et nécessitera un bon bout de temps avant qu'il ne soit

complété. D'autre part, certains modélistes préfèrent se diriger à quelque part afin de faire voler leur appareil. Nous pouvons maintenant nous procurer des maquettes presque prêtes à voler (les ARF). Ces avions nous arrivent en boîte, mais sont aisément assemblées, parfois en quelques minutes. On n'a plus qu'à ajouter des piles et à allouer suffisamment de temps pour la recharge.

J'aimerais bien que les organismes communautaires élargissent leurs activités jusqu'à ce qu'elles comprennent la construction de maquettes. Au besoin, nos clubs locaux peuvent fournir des instructeurs qui donneront un coup de pouce afin de lancer un programme. Ils pourraient ainsi expliquer les assurances, la sécurité et l'instruction pratique.

MAAC dispose de tels moyens. Si vous songez à vous lancer à la conquête de ce passe-temps fascinant, arrêtez chez votre magasin de passe-temps et renseignez-vous sur les rencontres du club local. Les clubs accueillent les invités et visiteurs. Qui sait, peut-être y verrez-vous quelqu'un que vous connaissez? ✈

# First Person View



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OK, we've talked about FPV gear, transmitters, receivers, displays, goggles, regulations and licensing. Now comes the fun part. What models to fly FPV with.

For a beginner FPV pilot, a slow flyer, electric pusher airplane, such as the Multiplex Easystar, would be recommended. This three-channel plane, practically flies itself, and it can carry the additional weight of the FPV equipment. Stability and the ability to carry some weight are what you need in an FPV model.

If you are a helicopter flyer, for FPV, I would definitely recommend one of the multi-rotor helicopter platforms to start with. Helicopters are much more agile and have two additional freedoms compared to airplanes. This makes the helicopter a more difficult craft to fly FPV, especially in a tight environment.

Your senses may misguide you when perceiving the image from your camera. It is very common to miss subtle changes, such as your helicopter slowly drifting backwards.

Regardless of the selected airframe, there are a few things to remember when you prepare a craft for FPV:

- Build your aircraft, and when finished, take it out for a few flights without any FPV gear. Just fly from the ground, get used to the way it flies and behaves. You may also try pushing it to the limits in order to see how it would react in an emergency situation.

- Once satisfied with the flight performance, start adding the FPV gear on it. Be mindful not to affect the structural integrity of the craft or the balance point.

- When adding the camera, the aerodynamics of the plane should not be affected too much.

- The camera lens should be outside and not behind the windshield in order to

avoid a washed-out, smudged view from the windshield.

When all FPV items are on, your first flight should never be a direct FPV one. Take the aircraft for a few more 'normal' flights. Ask your spotter to wear goggles or watch the display of the incoming video signal.

The FPV gear performance needs to be tested and the signal (good or bad) verified along with drop-outs and cut-outs. If you are satisfied with the results, then switch places, let the spotter fly the plane and you wear the goggles. Do this a few times before really engaging FPV take-offs and landings.

Please do not rush in eagerly and assume that everything is fine and will work from the first try. That would be just like flying a brand new airplane without doing a proper pre-flight check and most likely ending up with reversed channels on the ailerons. ✈

# Vol par immersion (FPV)



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D'accord, nous avons parlé de l'équipement pour le vol par immersion (First Person View, FPV en anglais), des émetteurs, des récepteurs, des écrans, des lunettes, de la réglementation et des permis. À nous maintenant le volet plus agréable : quelle maquette choisir pour ce type de vol.

Pour le débutant, je recommande un appareil de type Slow Flyer avec hélice à l'arrière, tel que l'Easystar (de Multiplex). Il s'agit d'une maquette à trois voies qui vole presque toute seule et qui peut transporter le poids supplémentaire de l'équipement FPV.

Si vous êtes un pilote d'hélicoptère, je vous recommande assurément l'une des plateformes multirotors, pour commencer. Les hélicoptères sont beaucoup plus agiles et ont deux dimensions de vol de plus, si on les compare à des avions. Compte tenu de cela, c'est un aéronef plus difficile à piloter en vol par immersion, surtout dans un secteur moins dégagé.

Vos sens seront floués lorsque vous percevrez l'image depuis la caméra. Il

arrive souvent que l'on rate des changements subtils, par exemple, si votre hélicoptère commence à dériver vers l'arrière.

Peu importe la plateforme aérienne que vous avez choisie, vous devez garder les paramètres suivants en tête lorsque vous préparez une maquette pour le vol par immersion :

- Construisez votre maquette et lorsqu'elle est terminée, effectuez quelques vols sans l'équipement de vol par immersion. Pilotez-la du sol et habituez-vous à la façon dont elle vole et à son comportement. Vous pourrez aussi en tester les limites afin de savoir comment elle se comporterait en situation d'urgence.

- Une fois que la performance de vol vous satisfait, commencez à ajouter de l'équipement FPV. Souvenez-vous : il ne faut pas compromettre l'intégrité structurelle de la maquette, ni son centre de gravité.

- Lorsque vous y ajouterez la caméra, l'aérodynamisme de la maquette ne devrait pas être trop affectée.

- La lentille de la caméra devrait être placée à l'extérieur -- et non pas derrière la verrière du cockpit -- afin d'éviter une vision déformée.

Lorsque toutes les composantes FPV ont été installées, votre premier vol ne devrait pas être une séance directe de vol par immersion. Faites quelques autres vols normaux. Demandez à votre observateur de porter les lunettes ou examinez l'image du signal vidéo.

Le rendement de l'équipement devrait être testé et vous devriez vérifier le signal (bon ou mauvais), en plus des phénomènes de drop-out et de cut-out. Si les résultats vous satisfont, échangez vos rôles : laissez votre observateur piloter la maquette et portez vous-même les lunettes. Répétez ce scénario à quelques reprises avant d'entreprendre des décollages et atterrissages en mode immersion. De grâce, ne vous précipitez pas avec tout l'enthousiasme voulu en vous disant que tout va bien et que tout fonctionnera dès le premier essai. Ce serait comme si vous pilotiez un avion tout neuf sans le soumettre à une vérification prévol approfondie et que vous vous retrouviez avec des commandes inversées sur les ailerons. ✈

# GREAT HOBBIES



Presents



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No full-blown IMAC contest in your area? No problem. Go to the official home for scale aerobatics in Canada at <http://scaleaerobaticscanada.com/> to see flight videos of the basic and sportsmen required maneuvers and find out how you can run a qualifying mini IMAC challenge at your next fun fly.

Draw will be early October after the completion of the 2012 flying season.

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As you read this, summer will have returned to most of the country and flying has begun.

Has your club taken any initiatives to control noise at your flying site? If so, what things have worked for your club? Please share your experiences with others through this column.

The large gasoline-powered aircraft are challenging to tame noise-wise. Any success you've had in quieting these beasts would be most welcome. Modellers are a very innovative, creative breed and have many effective solutions. Again, I ask you to share with fellow modellers.

Flying sites require a lot of work to develop and are constantly being encroached upon by civilization / development. To get the best "bang for our buck" means retaining that field for as long as possible to be cost effective.

Having a noise control program in place, along with being a good, considerate neighbour can help achieve this goal. ✈

Au moment où vous lirez ceci, l'été sera revenu en plusieurs coins du pays et les séances de vol auront repris.

Votre club a-t-il adopté des mesures afin de contrôler le niveau sonore à votre terrain? Dans l'affirmative, qu'est-ce qui a fonctionné pour votre club? Veuillez partager vos expériences avec nous par le biais de cette chronique.

Les grosses maquettes à moteur à essence présentent tout un défi lorsque vient le moment d'en atténuer le bruit. J'accueillerais avec plaisir toutes vos histoires à succès. Les modélistes sont très innovateurs et créatifs et ils apportent souvent des solutions efficaces. Une fois de plus, je vous demande de partager cela avec vos collègues modélistes.

Les terrains de vol nécessitent beaucoup de travail afin de les aménager et ils subissent beaucoup l'empiètement résidentiel. Histoire d'en avoir pour votre argent, il serait efficace pour vous de pouvoir conserver ce terrain bien longtemps.

Vous pourrez atteindre cet objectif en créant un programme de contrôle du bruit en plus d'agir en bon voisin avec les propriétaires des domiciles les plus rapprochés. ✈

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# Safety



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## Why Safety?

Apart from the obvious answers 'to avoid loss and human suffering' and 'to avoid accident-related cost increases for insurance,' and many more similar answers, safety can also be good business, entertaining and more importantly, a way of life.

As it applies in our hobby, when or where does safety begin? When you take off? When you start up? When you arrive at the field? When you leave the house or when you start building a new model?

Looking at it in a slightly different way. Did it begin when you got your wings

or when you took your first flying lesson? Could it have possibly begun much earlier than that?

Let's look at this one first, not because it is more important but because it fits in nicely with the idea that safety can be good business. We will get to the other scenarios in future columns.

Let's say a new modeller joins your club to learn to fly, and most clubs I know could always use a few more members. Why did he join your club? He probably had other choices in your area. He may have even visited other clubs before he found yours. What did he see at your club that made him decide on it?

Well, he probably saw a lot more people having fun who came right over and greeted him. He probably saw some fan-

tastic models. He may have even seen some unbelievable flying by some of your best pilots. What else did he see?

I will bet that he saw something else. He saw a level of professionalism in the way your club went about its flying that left him with the impression that if he joined your club, he would be in good hands.

This is not just my opinion. This answer, or similar, has appeared more often than any other on feedback we receive from new members at our club.

Safety is, or can be, simply doing what you do in a professional way. It also says these guys are pros, these guys are serious about Safety in everything they do.

Safety can be good business.

Until next time, fly safely my friends. ✈

# Securism



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## Pourquoi la sécurité?

Mis à part les réponses évidentes, (éviter toute perte et la souffrance humaine, éviter des augmentations reliées à des accidents) et bien d'autres semblables, la sécurité peut garantir de bonnes affaires, elle peut être divertissante et mieux encore, devenir un mode de vie.

Si on examine notre passe-temps, quand ou encore où la sécurité débute-t-elle? Lorsque vous faites décoller votre maquette? Lorsque vous faites démarrer votre moteur? Lorsque vous arrivez au terrain de vol? Lorsque vous quittez votre domicile ou lorsque vous entamez la construction d'une prochaine maquette?

Examinons la situation sous un autre angle. Cela a-t-il commencé lorsque vous avez reçu vos «ailes» de pilotage ou lors-

que vous avez suivi votre première leçon? Peut-on s'imaginer que ça a commencé encore plus tôt?

Jetons un coup d'oeil à ce premier angle, pas parce qu'il importe plus mais parce qu'il se conforme à l'idée que la sécurité peut conduire à brasser de bonnes affaires. Je vous expliquerai les autres scénarios dans de prochaines chroniques.

Disons qu'un nouveau modéliste s'inscrit à votre club afin d'apprendre à piloter une maquette... et la plupart des clubs que je connais pourraient bénéficier de quelques nouveaux membres. Pourquoi s'est-il inscrit à votre club? Il avait probablement l'embarras du choix dans votre région. Peut-être en a-t-il visité d'autres avant d'aboutir au vôtre? Qu'a-t-il observé qui lui a fait décider de se joindre au vôtre?

Eh bien, il a probablement vu davantage de personnes en train de s'amuser, des personnes qui se sont empressées de venir

lui souhaiter la bienvenue. Il a probablement aperçu des maquettes absolument saisissantes. Il a peut-être été témoin de vols sensationnels qu'ont offerts quelques-uns de vos meilleurs pilotes. A-t-il vu autre chose?

Je vous parie qu'il a remarqué autre chose. Il a sûrement vu un niveau de professionnalisme dans la façon que votre club gère les séances de vol et il en a dégagé l'impression que s'il s'inscrivait à votre club, il serait entre bonnes mains.

Ce n'est pas uniquement mon opinion. Une telle réponse (et d'autres qui y ressemblent) ont été évoquées plus souvent que les autres lorsque de nouveaux membres se joignaient à notre club.

La sécurité est -- ou peut être -- tout juste ce que vous faites, mais de manière professionnelle. Cela nous dit aussi que ces gars-là sont des professionnels, qu'ils prennent la sécurité au sérieux et tout ce qui s'y rattache. ✈

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FAT SHARK

# Public Relations



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61172L  
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I hope everything is running well in your zone and that you will be in touch with your respective Zone Director during the season. They are your Public Relations representative and they are the ambassadors of good will for the Association. They will help in keeping and putting you on the map in your respective area and be your community representative, if required.

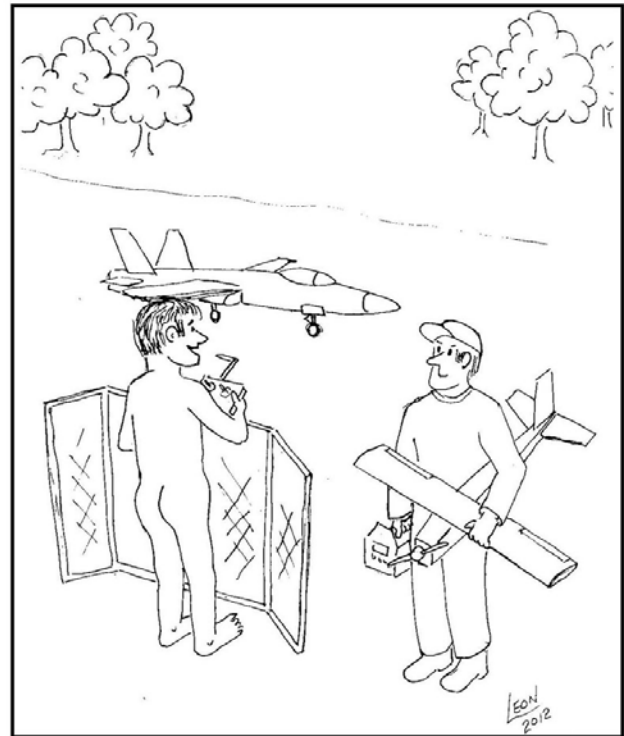
Please keep in mind that the directors are volunteers, like many of us in our own clubs. The Zone Directors are there to help, in any way they can!

I have been in touch with the MAAC office with regards to the certificates of achievement in recognizing members who have accomplished stardom with regards to the Association and their fellow members.

Our peers have the right to pick out members who have been, so to speak, the leader of the pack when it comes to MAAC. During the filing process, many attributes of those members are incomplete but are delivered to the AZM and/or the MAAC office anyway. When it comes time to review, information is just not there. The applicant now has to rely on the reviewing committee's personal memories of this individual. This is not fair to the applicants.

When submitting your documents in the future, ask your Zone Director or MAAC office for information on the documents being submitted. This will save embarrassments and enable the application to go forward, with a better chance of being accepted. I wish all of you the best in becoming a successful applicant!

If you have any information that will help this Public Relations Chairman achieve maximum gains for the Association such as community awareness, PR work in general, anything



"SINCE I GOT INTO TURBINES I CAN'T AFFORD ANYTHING ELSE"

that will help in spawning new members, call me anytime. A quick e-mail is even better so your idea can be passed on for a thorough review. Thanks.

Here is a small cartoon, compliments of Leon Lewis. This member has the correct PR attitude! ✈

# Relations Publiques



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J'espère que tout va bien au sein de votre zone et que vous communiquerez avec votre directeur respectif en cours de saison. Ces gars-là sont vos représentants en relations publiques et des ambassadeurs de bonne volonté pour l'Association. Ils vous aideront à vous placer et à vous maintenir sur la carte proverbiale dans votre région et agiront à titre de représentant auprès de la communauté, au besoin.

Rappelez-vous que les directeurs sont des bénévoles, comme plusieurs d'entre nous au sein des clubs. Les directeurs de zone sont là afin d'aider de quelque façon que ce soit!

J'ai communiqué avec le siège du

MAAC relativement aux certificats d'accomplissement qui servent à reconnaître les membres qui ont atteint la célébrité aux yeux de l'Association et de leurs confrères.

Nos pairs ont le droit de choisir les membres qui ont ni plus ni moins mené le peloton chez le MAAC. Au cours du traitement des demandes, plusieurs détails entourant ces membres nous échappent et sont tout de même livrés lors de l'Assemblée annuelle de la zone et/ou le siège du MAAC. Au moment de procéder à l'examen, les renseignements ne sont tout simplement pas là. Le requérant doit alors se fier aux souvenirs que les membres du Comité de sélection conservent peut-être de la personne. Ce n'est pas juste.

À l'avenir, lorsque vous soumettrez vos documents, demandez à votre direc-

teur de zone ou au siège du MAAC les renseignements sur les documents que vous présentez. Cela vous épargnera de l'embarras et ouvrira la voie au traitement de la demande, ce qui lui confèrera de meilleures chances d'être acceptée. Je vous souhaite beaucoup de succès si vous entendez soumettre un nom!

Si vous avez de l'information qui pourrait aider ce président-ci à atteindre des objectifs pour l'Association -- sensibilisation de la communauté, travail général de relations publiques, tout ce qui pourrait attirer de nouveaux membres -- passez-moi un coup de fil. Un courriel, ce serait bien mieux puisque je pourrais transmettre votre idée à des fins d'examen approfondi. Merci. Leon Lewis nous a offert cette bande dessinée. Ce membre-là fait preuve de l'attitude idéale pour les relations publiques! ✈

# Control Line



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The word 'sport' has a strange connotation in the world of model airplanes. In most athletic activities, it used to describe competition, but in our little subculture, it means exactly the opposite! Sport flying, to us, is just non-competition, no pressure flying done just for personal enjoyment

When I was but a kid, after learning to fly the tough but somewhat insensitive trainer, one moved on to what was known as the 'sport model.'

The sport model was supposed to be capable of wingovers, and a few loops. Once you mastered that, of course, you were ready to move on to the more competitive stunt models.

Sport models were usually designed for the smaller bore engines, and both American and British kit manufacturers devoted a large part of their product output to

these small, but attractive designs.

The sport model is something that has been sadly neglected over the years, because after we had the courage to try something like a 'Magician,' or 'Nobler,' we quickly learned that this more advanced model was just about as easy to fly, and if one could summon up the courage, it could literally fly rings around anything else!

The sport model deserves another look, I think. The old model magazines of the 1950s were literally filled with these attractive sport designs that had either a scale or semi-scale appearance, were of a novel design, and provided a pleasant change from the rather homogenized appearance of the competition stunt airplane.

We have events in the Control Line rule book which celebrate the sport model and it would be cool if we could spare a little time to design an attractive sport model that could be maneuverable enough to do the basic stunt figures.

Some scale appearance is nice to work into the design of a sport model, and we could do worse than revisit the Aircraft Profile books in our libraries to search for a simple full-size design that would fit nicely.

It might also mean that the less accomplished flyers can participate with us, and enjoy a competition in which they have chance of some success, rather than have to duke it out in a full-blown precision aerobatic competition.

To give you some idea of the proportions required, a 250 to 300 sq. in. model works well with a .25 engine and 150 to 200 sq. in. for .09 to .15 motors.

Keeping the weight down will increase the turning capabilities of the airplane, and a scale-style colour scheme will prove attractive to the spectators.

So, maybe you will give it a try. If you come up with something, please send me a photo of your creation, and I will attempt to get it published in this magazine. ✪

# Vol Circulaire



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Le mot «sport» possède une bien bizarre de signification dans l'univers des maquettes d'avion. Au sein de la plupart des activités d'athlétisme, cela décrivait anciennement de la compétition mais dans notre petite sous-culture, cela désigne tout le contraire! Le vol sportif, pour nous, désigne un environnement sans concurrence, du vol sans pression auquel on s'adonne par pur plaisir.

Lorsque j'étais tout jeune, après que l'on réussissait à maîtriser une maquette de formation robuste mais pas très agile, on progressait ensuite à une «maquette sportive».

Cette maquette sportive était censé pouvoir effectuer des renversements sur l'aile (wingovers) et quelques loopings. Après avoir maîtrisé ceux-ci, bien sûr, vous étiez prêt à passer à des maquettes plus acrobatiques.

Les maquettes sportives étaient habituellement conçues afin d'y fixer des moteurs de plus petite cylindrée; tant les fabricants américains que britanniques consacraient une grande part de leur pro-

duction à des designs de petite dimension mais très attrayants.

La maquette sportive a été malencontreusement négligée au fil des années parce qu'une fois que nous avons ramassé le courage d'essayer un appareil comme un Magician ou un Nobler, nous nous rendions compte très rapidement que l'une ou l'autre de ces maquettes était presque aussi facile à piloter et, si nous étions téméraires, nous pouvions effectuer des cercles, pour ainsi dire, autour d'à peu près n'importe quelle autre maquette!

La maquette sportive mérite qu'on s'y penche une fois de plus, d'après moi. Les vieilles revues des années 1950 débordaient de ces designs attirants qui revêtaient une allure de copie volante, ou presque; leur design était innovateur et ces appareils tranchaient avec les formes assez figées, homogénéisées des maquettes de vol acrobatique.

Le livret des règlements du vol circulaire renferme des épreuves qui honorent la maquette sportive et ce serait très chouette de prendre le temps de concevoir une élégante maquette sportive qui serait suffisamment manoeuvrable afin qu'elle puisse exécuter des acrobaties de

base.

C'est agréable de pouvoir incorporer une allure de copie volante à l'intérieur du design d'une maquette sportive et un coup d'oeil dans les livres de profils d'aéronefs dans nos bibliothèques aurait tôt fait de nous lancer sur la piste d'un design à l'échelle réelle aux lignes simples et qui ferait une excellente reproduction à échelle réduite.

Ceci pourrait aussi vouloir dire que les pilotes moins aguerris pourraient participer avec nous et s'amuser en se livrant à un concours au cours duquel ils pourraient remporter du succès, plutôt que de peiner et se faire dépasser par des adeptes beaucoup plus chevronnés.

Histoire de vous donner un aperçu des proportions à respecter, on peut considérer une maquette d'une surface alaire de 250 à 300 pouces carrés, mûe par un moteur de cylindrée .25 ou encore, d'une surface alaire de 150 à 200 pouces carrés dans le cas des moteurs d'entre .09 et .15 pouce cube.

Si vous gardez votre maquette légère, son rayon de braquage dans les virages s'en trouvera amélioré; une livrée (couleurs) rappelant un appareil à l'échel-

*suite à la page 56*

# C/L Precision Aerobatics



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The winter months don't generate much flying news or contest results, so I thought I would write about the Brodak profile Cardinal. Why? Well, it is a model which -- at least here in Southern Ontario -- has appeared in quantity in Profile Stunt contests over the past few years. Plus, I have been flying one for over 1,000 flights during the past eight contest seasons.

The popularity of the Cardinal is driven by several factors. It is available in kit, ARC, and ARF forms, is appropriately sized for the popular FPS .40, LA .40 and the powerful smooth-running LA .46. The model is easy to build and is readily available.

My particular model was built stock, which is the case for the majority of those I have seen fly. Power supplied by an LA .46 which was modified by doming out the head and replacing the remote needle valve with a standard OS unit and,

of course, replacing the plastic back-plate with an aluminum copy.

Initially, I was less than pleased with my Cardinal. On calm days, the model performed well but let the wind get above 10 km/h and the plane was difficult to turn. Stick pressure at the handle was too great to fly precisely. In fact if the wind was much above 10 km/h, I had no confidence to do a complete pattern.

Just as I was about to classify the model as a hangar queen, I happened across an article in Stunt News in which Ted Fancher describes in detail his efforts to assist a young fellow trim out



a profile Cardinal. Ted also found that turning the model in anything more than an ideal wind was, at best, difficult. After unsuccessfully testing numerous quick fixes, Ted took the rather drastic decision to reduce the chord of the flaps by cutting off about three-quarters of an inch at the root and about a quarter of an inch at the tip. Ted reported the improvement in flying quality was dramatic. The plane went from beast to beauty.

With this in mind, I began cutting off some chord from the flaps of my Cardinal. I started with a little, not the full amount Ted described, and I saw improvement. I cut more off and it was better again. Eventually, my successive trimmings matched what Ted had suggested and I now had a model I could fly through strong wind with confidence and repeatability. I also trimmed about three-eighths of an inch off the elevators. Stick pressure was now manageable and my scores improved appreciably.

Please send me contest reports or photos of your latest stunt weapon for inclusion in future articles. ✈

# Vol circulaire acrobatique



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Les mois d'hiver ne génèrent que peu de nouvelles de vols ou de résultats de concours, si bien que j'ai cru bon de vous parler de la maquette Cardinal de profil du fabricant Brodak. Pourquoi? Eh bien, c'est une maquette qui -- du moins ici dans le Sud de l'Ontario -- est apparue en quantités appréciables lors des concours Profile Stunt au cours des dernières années. De plus, j'en pilote une depuis plus de 1 000 vols au cours des huit dernières saisons.

La popularité du Cardinal tient son origine de plusieurs facteurs. Cet avion est disponible en kit conventionnel, sous forme de presque prêt à recouvrir (ARC) ou de presque prêt à voler (ARF). Il est de taille parfaite pour qu'on le jumelle aux populaires moteurs FPS .40, LA .40 et au puissant mais doux LA .46. Cette maquette est facile à construire et est aisément disponible.

Ma maquette personnelle a été construite telle que conçue (stock, diront certains), ce qui est la majorité des exemplaires que

j'ai vus voler. La motorisation est assurée par un LA .46 dont la tête a été modifiée en forme de dôme et dont la soupape-aiguille a été remplacée par une unité standard d'OS et, bien sûr, la plaque arrière de plastique a été remplacée par un sosie, en aluminium, cette fois.

Initialement, je n'étais pas satisfait de mon Cardinal. Lors de journées calmes, l'avion affichait un bon comportement mais aussitôt que le vent soufflait à plus de 10 km/h, il virait difficilement. La pression à la poignée était trop grande pour permettre des manoeuvres précises. En fait, si le vent soufflait plus fort que ces 10 km/h, je n'avais pas du tout confiance de pouvoir effectuer une séquence complète.

Just au moment où j'allais reléguer mon Cardinal à titre de reine du hangar, j'ai mis la main sur un article dans Stunt News. Ted Fancher y décrivait en détail comment il avait donné un coup de main à un jeune homme quant à l'ajustement de son Cardinal profil. Ted s'est aussi aperçu qu'il devenait très difficile de faire virer cette maquette par vent un peu plus agité que calme. Après avoir tenté plusieurs solutions sans succès, Ted a fait quelque cho-

se de dramatique : il a réduit la corde des volets en tranchant environ trois quarts de pouces à l'emplanture et un quart de pouce au saumon (bout d'aile). L'auteur rapportait une amélioration immédiate des qualités de vol. L'avion est passé de bête à beauté.

Gardant l'article en tête, j'ai aussi découpé de la corde de la surface de mes volets sur mon propre Cardinal. J'ai commencé à petits pas -- pas autant de surface que ce qu'avait tranché Ted -- et j'ai aussi remarqué une amélioration. J'en ai découpé davantage et j'ai encore remarqué une amélioration. Éventuellement, ma série de découpes atteignait les dimensions de ce que Ted avait suggéré et je disposais dorénavant d'une maquette que je pouvais piloter même par vent élevé en toute confiance et à répétition. J'ai aussi découpé environ trois huitièmes d'un pouce sur les gouvernes de profondeur. La pression sur la poignée était maintenant gérable et mes pointages se sont améliorés lors des concours.

Veillez m'envoyer des comptes-rendus de concours ou des photos de votre plus récente pièce d'arsenal afin que je puisse les inclure dans de prochaines chroniques. ✈

# Free Flight



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Keith Morison did well to put Jim Moseley on the cover of the March issue of Model Aviation Canada. In that issue, Jim announced his retirement from the position of Free Flight Chairman, after doing yeoman service for sixteen years.

Jim is a regular winner of contests in power, glider and rubber powered events, a tireless event organizer, and a gentlemanly competitor. He is one of my closest and most admired friends. Jim has a vast store of free flight data and plans. He never hesitates to share his information. This past year, he was inducted into the MAAC Hall of Fame, and deservedly so.

Jim has left a void that is going to be very difficult to fill.

At the 2012 AGM of MAAC, the Board of Directors asked me to assume immediately, the chairmanship of the Free Flight Committee. I declined.

This was not because of an unwillingness to serve, but because I truly believe that we should seek the best possible can-

didate, and I am not convinced that I fall into that category. I certainly cannot match Jim's sterling qualities.

I did volunteer to try to conduct the search. I thus ask all active free flight modellers to contact me with suggestions



or perhaps to volunteer for the position.

In the interim, I have written this column, and will ensure that the space allotted to free flight in this magazine does not remain unfilled in the immediate future.

Great Grape Gathering

September 21st through 23rd 2012 are the dates for the annual Great Grape Gathering. This contest, so called because of the tradition of using good wines as prizes, is a joint AMA/MAAC function that is held at the H.A.G. airfield at Geneseo, New York.

More than a contest, this is a social get-together and is well attended by modellers and their wives. More than most contests, this truly is a family affair with one of the events strictly for the wives.

Hard-bitten R/C modellers who have had difficulty imagining the pleasures to be derived from our discipline have come to the GGG and been amazed at the performance of such lightweight models, and at the distances they will fly.

I hope to hear from any, and all, free flight enthusiasts who read this submission. It is so important that the work of Jim Moseley is sustained in the future. ✈

# Vol Libre



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Keith Morison a bien fait de placer Jim Moseley sur la page frontispice du numéro de mars de Model Aviation Canada. C'est dans ce numéro que Jim annonçait qu'il tirait sa révérence de la présidence du Comité de vol libre, après s'y être consacré pendant 16 ans.

Jim est un habitué des podiums lors de concours de maquettes motorisées, planeurs, maquettes à propulsion élastique; il est un infatigable organisateur de rassemblements et un concurrent aux manières de gentleman. Il est l'un de mes amis très proches et que j'admire le plus. Jim possède une vaste collection de données sur le vol libre et des plans. Il n'hésite jamais à partager l'information. Au cours de la dernière année, il a été intronisé au Temple de la renommée du MAAC, à juste titre, d'ailleurs.

Jim laisse derrière lui un vide qu'il sera difficile à combler.

Lors de l'Assemblée générale annuelle 2012 du MAAC, le Conseil de direction m'a demandé de prendre la relève du Comité de vol libre. J'ai décliné cette offre.

Ce n'était pas par refus de servir notre passe-temps, mais plutôt parce que je crois que nous devrions trouver le meilleur candidat possible et je ne suis pas convaincu que j'appartienne à cette catégorie. Je ne pourrais égaler les qualités intrinsèques de Jim.

Ce que j'ai fait, c'est que j'ai offert d'aider à entreprendre la recherche. Conséquemment, je demande à tous les modélistes actifs au sein du vol libre de communiquer avec moi afin de me faire part de vos suggestions, voire même de vous porter vous-même volontaire afin de pourvoir ce poste.

Entre-temps, j'ai rédigé cette chronique et je verrai à ce que l'espace dévoué au vol libre à l'intérieur de cette revue ne soit pas vide, dans un avenir rapproché.

Great Grape Gathering

Le rassemblement du Great Grape Gathering se déroulera entre les 21 et 23

septembre 2012. Ce concours est ainsi nommé parce que la tradition veut que l'on remette de bons vins en guise de prix. Il s'agit d'une activité conjointe de l'AMA et du MAAC et elle se déroule au terrain de la H.A.G. à Geneseo (état de New York).

C'est bien plus qu'un concours : c'est un rassemblement social auquel participent plusieurs modélistes et leur épouse. On y retrouve un angle de plus qu'aux concours traditionnels : l'une des épreuves est strictement destinée aux femmes.

Les mordus du vol télécommandé qui, auparavant, avaient peine à s'imaginer comment on pouvait s'amuser au sein de cette discipline se sont souvent dirigés vers le GGG et en sont revenus, tout à fait émerveillés de la performance de ces maquettes légères et des distances qu'elles peuvent parcourir.

J'espère entendre parler de plusieurs d'entre vous, les amateurs de vol libre qui vous donnez la peine de lire cette chronique. Il est tellement important que le travail qu'a accompli Jim Moseley soit perpétué, à l'avenir. ✈

# Electric



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Recommendations for the season start-up for any electric model:

- Be extremely weary of powering your electric motor system indoors with a propeller on it. When working on your model, setting up radios or such, accidentally bumping the throttle stick or flicking a switch, can fire up the motor.

Whenever you are working on the radio system of an electric model, remove the propeller or remove the ESC connection to the radio and use a separate receiver battery.

- As the flying season approaches, this is a great time to go over your fleet and to check your airframes for anything loose, like film covering, hinges, hatches & latches, landing gear and motor mounts. If you've got NiMH or NiCd packs, then top them off, preferably with a peak-detect charger.

- Visually check all the wires at all

connectors looking for split insulation or heat-shrink, fraying wire, loose connectors, misaligned pins etc. Haul out your battery packs and check over their connectors too.

- Check those props and heli blades for chips, cracks etc. – not just at the tips but all the way to the hubs. A one-bladed prop at full throttle will do terrible things to the front end of your plane and helis don't even get the gliding back home option.

Here are some questions and answers from modellers received and replied to, in 2011:

Q: I need some advice on using electric power to fly my models, can you help me?

A: Here are some good reference sites to give you some basic information.

[www.wattflyer.com/forums](http://www.wattflyer.com/forums), [rcgroups.com/forums](http://rcgroups.com/forums), [theampeer.org](http://theampeer.org)

Q: Can you use one Speed Control (ESC) to power a twin brushless motor model?

A: No, you must use two ESCs, one for each motor. Both ESCs can be powered

with one battery.

Q: What 'C' rating do you recommend for LiPo batteries to power a model aircraft?

A: For general sport flying, a 20C rated LiPo is adequate. However, if cost is a minor consideration, use the highest 'C' rated battery you can buy.

Q: What is the correct type of electric power propeller to use?

A: APC uses the following formulas for correct types of electric propellers:

Slow fly props:  $65,000 / \text{propeller diameter} = \text{the maximum RPM}$ . So, for a 10-inch Slow Flier propeller:  $65,000/10 = 6,500 \text{ rpm}$ .

Standard electric motor props:  $195,000 / \text{diameter}$ . So, for a 1-inch diameter standard propeller:  $195,000/10 = 19,500 \text{ rpm}$ .

Do not use electric propellers on glow or gas engines. You can use standard glow engine props on electric motors, but you will find they are less efficient than an electric propeller and that they will produce less thrust. ✈

# Électriques



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Recommandations à l'occasion de la nouvelle saison :

- Soyez très méfiant à l'endroit de vos systèmes électrique à l'intérieur et tandis que votre hélice est encore attachée. Si vous travaillez sur votre maquette, que vous ajustez votre émetteur ou quelque autre tâche, vous pourriez déclencher votre moteur en frappant la manette des gaz ou en déplaçant un commutateur.

- Lorsque vous travaillez sur le système radio d'une maquette électrique, enlevez l'hélice ou le contact au contrôleur de vitesse vers l'émetteur et utilisez une pile de récepteur séparée.

- À mesure qu'approche la saison de vol, c'est le moment idéal pour vérifier votre escadrille d'avions au complet et d'en vérifier les cellules pour toute composante qui bouge, le recouvrement qui se décolle, les pentures, les hublots d'accès et leur mécanisme de fixation, les trains d'atterrissage et les supports moteur. Si vous êtes dotés de piles NiMH ou NiCd, rechargez-les, idéalement avec un

chargé doté de la fonction peak-detect.

- Vérifiez visuellement tous les raccordements de fils, au cas où vous y verriez de l'isolation ou la pellicule thermorétractable défectueuses, des fils qui se séparent, des connecteurs espacés, des fiches mal alignées, etc. Sortez vos piles embarquées et vérifiez-en les connecteurs.

- Vérifiez les hélices et les pales d'hélicoptère pour des coches, fissures, etc. -- et pas seulement le bout, mais tout le long de ces composantes. Une hélice à une seule pale détruira l'avant de votre avion et les hélicoptères ne disposeront même pas de l'option de planer jusqu'au terrain.

Voici quelques questions et réponses auxquelles j'ai répondu en 2011 :

Q : J'ai besoin de conseils sur la motorisation électrique afin de propulser ma maquette. Pouvez-vous m'aider?

R : Voici des références vers des sites qui vous offrent de très bons renseignements de base.

[www.wattflyer.com/forums](http://www.wattflyer.com/forums), [rcgroups.com/forums](http://rcgroups.com/forums), [theampeer.org](http://theampeer.org)

Q : Pouvez-vous utiliser un seul contrôleur de vitesse (ESC) sur un bimoteur?

R : Non, vous devez en utiliser deux, un pour chaque moteur. Les deux contrôleurs, cependant, peuvent être alimentés par une seule pile embarquée.

Q : Quelle cote «C» recommandez-vous pour des piles LiPo afin de propulser une maquette?

R : Pour le vol sportif en général, une pile LiPo cotée 20C fera l'affaire. Toutefois, si le coût vous importe peu, ayez recours à une pile possédant la cote «C» la plus élevée que vous puissiez acheter..

Q : Quel est le bon type d'hélice pour électriques?

R : APC a recours aux formules suivantes afin de déterminer le bon type d'hélice pour maquettes électriques :

Hélices pour vol lent:  $65\ 000 / \text{diamètre de l'hélice} = \text{le nombre maximum de tours-moteur}$ . Alors pour une hélice de 10 pouces pour Slow Flyer :  $65\ 000/10 = 6\ 500 \text{ tours-minute}$ .

Hélice pour moteurs électriques normaux :  $195\ 000 / \text{diamètre}$ . Alors pour une hélice standard de 1 pouce/diamètre :  $195\ 000/10 = 19\ 500 \text{ tours-minute}$ .

N'utilisez pas les hélices pour moteurs électriques sur des moteurs à carburant.

*suite à la page 48*



# RC Float Plane



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Wow, what a winter there wasn't, here in Central Ontario. I was prepared for some winter float flying off snow. The only problem there wasn't much snow... I didn't even need skis, wheels were just fine. So with an early spring, I'm hoping for a good season of float flying.

When you read this, the float flying events are accumulating on the MAAC site and in this publication. If you haven't been to a float flying event, go and see what it is all about. It's an interesting perspective on our hobby.

If you are bringing a plane to the event, make sure it's inspected and ready to go.

When you fly, fly with a spotter who is a floatplane pilot to help you out when problems happen or when putting the aircraft in the water.

If you are an experienced floatplane pilot, remember your own and others' safety is your responsibility. Don't take shortcuts and don't be shy about asking for help.

I have a request to all floatplane flyers. Send me photos of your planes in action. Include a brief description about the aircraft and where you are flying it. I will pass the photos on the Editor to be included in this publication and to be put on the MAAC site.



*Rick Byers' Senior Telemaster on floats. / Le Senior Telemaster de Rick Byers monté sur flotteurs.*

Here's some info about a float flying event coming this summer sent to us by Rick Byers, President of the Beeton R/C Flyers:

"The Beeton RC Flyers will be hosting our third Corn Cob Float Fly on August 18th, 2012. This Float Fly is held near Alliston at one of the best locations in Ontario, as far as the size of the pond and accessibility.

"All types of aircraft are welcome: nitro, gas, and electric. If you have never flown off the water, you don't know what you are missing.

"There is nothing more beautiful than the sight of your floatplane reflecting off

the water as it breaks free and climbs out. Landings are also a sight to behold as you set down as light as a feather and settle in for a perfect landing. After all that is what makes float flying so much fun. I am sure that once you try it, you will be hooked as so many others are.

"We have many sponsors at our event and that means a full day of great prizes for all the registered pilots.

"Oh yeah! Don't forget the great food including fresh sweet corn on the cob! You are all invited to join us for a fun day of float flying. Please visit our website for location and other information at [www.beetonrcflyers.org](http://www.beetonrcflyers.org)." ✈

# Avions flotteurs



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Wow, où est passé l'hiver, ici dans le centre de l'Ontario? J'étais fin prêt afin de faire voler mes hydravions à partir de la neige. Le seul problème, c'est qu'il n'y avait pas beaucoup de neige... Je n'avais même pas besoin de skis; les roues suffisaient.

Compte tenu de ce printemps hâtif, j'espère que la saison sur l'eau sera bonne.

Au moment où vous lirez ceci, les rassemblements d'hydravions se seront accumulés dans la rubrique du site Web du MAAC et dans cette publication. Si vous ne vous êtes jamais rendu à un tel ras-

semblement, allez-y pour constater de vous-même. C'est une perspective intéressante de notre passe-temps.

Si vous apportez une maquette, assurez-vous que quelqu'un l'a inspectée et qu'elle est prête à partir.

Lorsque vous pilotez, faites voler votre maquette avec un observateur à vos côtés; il vous aidera si des problèmes surgissent ou lorsque votre avion est prêt à amerrir.

Si vous êtes un pilote d'expérience, souvenez-vous qu'il est de votre responsabilité d'assurer votre sécurité et celle des autres. Ne prenez pas de raccourcis et ne soyez pas trop timide pour demander de l'aide.

J'ai un requête à transmettre à tous les pilotes d'hydravion. Envoyez-moi des

photos de vos avions en action. Insérez une brève description de ceux-ci et à partir d'où vous les faites voler. Je transmettrai ces photos à l'éditeur de sorte à les faire insérer dans cette publication et en ligne au site Web du MAAC.

Voici des renseignements sur un rassemblement qui aura lieu plus tard cet été; Rick Byers, président des Beeton R/C Flyers, nous les envoie:

«Les Beeton R/C Flyers seront les hôtes du troisième Corn Cob Float Fly annuel, le 18 août 2012. Cet événement a lieu près d'Alliston, à l'un des meilleurs emplacements de vol de l'Ontario, si on considère la dimension de l'étang et l'accès.

«Toutes sortes de maquettes seront les  
*suite à la page 76*

# RC Giant



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The weather here in Ontario has been beautiful so far this spring and everyone seems to be ready to fly that new giant scale aircraft they built over the winter.

I hope you have all the important items installed including the remote engine kill switch, redundant batteries fully balanced and charged, maybe even a gyro!

The radio systems we have today have great functions to enhance the flight capabilities including 3D manoeuvres that make us all look like pros. We are seeing more ARF planes available up to half-scale and there are events such as the Monster Scale event in Florida that cater to this special interest group. We have even seen the U.S. Government step in to address the concerns of R/C flyers

to help them avoid what could have been very significant restrictions to model flying fields and the overall enjoyment of our hobby. We have the fine work of our sister organization the AMA to thank for this reprieve.

Life is GOOD in the world of Giant Scale. This means we need to get out there and fly, fly fly! On that note, I have mentioned previously the enjoyment you will get by attending events such as the Rally of the Giants.

This is an International Miniature Aircraft Association (IMAA) event held every year somewhere in the U.S. or Canada. This year, it is very close for those of us that live in Eastern Canada as it is in New York State. Go to the IMAA website [www.fly-ima.org/](http://www.fly-ima.org/) for full details on how to register, location and dates for this June event.

Of course, we have some great IMAA Rallies in all parts of Canada so I en-

courage you to look them up and attend at least one this year.

My technical tip today is about balancing props. I've recently had the experience of having two props where the center hole has not been perfectly located in the center of the hub. This creates vibration even if the prop itself is balanced.

It is tough to try to solve that problem but you should not fly with vibration; it will eventually cause something to break. I also experienced a vibration from a spun aluminum spinner on one of my Mustangs. I did not realize this could happen but to be safe, you should also balance the spinner and backplate together and separately to get everything running as smoothly as possible.

I have a new 112-inch Mark IX Spitfire almost ready to go, so look for it here in the next issue! What have you got that should be published in the Giant Scale section of our magazine? ✈

# RC Giant



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La météo ici en Ontario a été très bonne jusqu'à maintenant ce printemps et tout le monde semble être fin prêt à piloter le petit-gros qu'ils ont construit au cours de l'hiver.

J'espère que vous avez installé toutes les composantes importantes, dont l'interrupteur de coupe du moteur, des piles redondantes, que vous avez équilibré votre maquette et que vous en avez chargé les piles... voire même installé un gyroscope!

Les systèmes de télécommande modernes sont dotés de fonctions vraiment intéressantes qui vous permettent d'améliorer les capacités de vol, y compris d'effectuer des manoeuvres 3D qui nous font passer pour des professionnels. Nous voyons aussi apparaître davantage de maquettes presque prêtes à voler (ARF) à l'échelle un demi et il existe maintenant des rassemblements, tel le Monster Scale en Floride, qui s'adressent à ce groupe spécialisé. Nous avons même constaté que le gouvernement américain s'est mis de la partie afin de traiter des inquiétudes des pilotes de maquettes, histoire de les aider à contourner des restrictions qui

auraient pu être très sérieuses pour les terrains de vol ainsi que pour l'agrément que nous avons à pratiquer notre passe-temps. Nous pouvons remercier nos vis-à-vis de l'A.M.A. pour cette trêve.

La vie va BIEN dans l'univers des petits-gros. Ceci signifie que nous devons sortir nos maquettes et les faire voler, voler, voler! Là-dessus, j'ai déjà mentionné le plaisir que vous aurez à vous rendre à des rassemblements comme le Rally of the Giants.

Il s'agit d'un rassemblement qu'organise annuellement l'International Miniature Aircraft Association (IMAA) aux États-Unis ou au Canada. Cette année, celui-ci se déroulera non loin de chez nous (pour ceux qui habitent l'Est du pays), dans l'état de New York. Vous pouvez consulter le site Web de l'IMAA [www.fly-ima.org/](http://www.fly-ima.org/) afin d'y lire tous les détails sur la façon de vous inscrire, quels sont les endroits et les dates en juin.

Bien sûr, nous avons de bien bons rassemblements de l'IMAA un peu partout au Canada, de sorte que je vous encourage à vérifier leurs coordonnées et à vous rendre à au moins l'un d'entre eux, cette année.

Mon conseil technique cette fois-ci, c'est de vous recommander d'équilibrer

vos hélices. Récemment, j'ai vécu l'expérience de posséder deux hélices dont le trou pour le moyeu du moteur n'était pas parfaitement centré. Cela crée de la vibration même si l'hélice elle-même est équilibrée.

Il est difficile de résoudre ce problème mais vous ne devriez pas tenter de faire voler votre maquette alors qu'elle est en proie à de la vibration; quelque chose pourrait céder. J'ai déjà vécu une vibration provenant d'une casserole d'hélice en aluminium brossé sur l'un de mes Mustangs. Je ne pensais pas qu'une telle chose pouvait se produire mais au nom de la sécurité, vous devriez aussi équilibrer la casserole et la backplate ensemble, puis séparément, afin que tout roule aussi doucement que possible.

J'ai aussi un Spitfire Mark IX d'une envergure de 112 pouces presque prêt à décoller... Surveillez ça dans le prochain numéro! Et vous, qu'avez-vous qui pourrait être publié dans cette section de notre revue? ✈

*Électriques*

*suite de la page 461*

Nous pourriez utiliser des hélices pour moteurs à carburant sur des moteurs électriques, mais vous vous apercevrez bien vite qu'elles sont moins efficaces et qu'elles produiront moins de poussée. ✈

# RC Helicopter



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Spring is upon us! Since we're not all as nuts as our East Coast pilots, many of our outdoor machines haven't seen the light of day for months.

So after dusting everything off, please don't forget to give your machines a good going-over. If you've got curious kids or pets or a spouse checking to see if this season's machine is the same as the last, anything could have happened.

Make sure all your linkages are secure and unbent, properly attached and free to move. Ensure your servo arms aren't broken or cracked. Check your blades for nicks and cracks and de-lamination. Run your fingers along the leading and trailing edges to feel for possible problems.

Clean and lube what needs it – shafts, bearings, bushings, tail cases etc. Check gears and gear mesh. Check belts and

belt tension. Look for worn or cracked parts and replace as necessary. Make sure all your servos and electronics are doing what they should. If you were adjusting any programming over the winter, ensure everything is acting normally – pitch direction, cyclic directions, tail controls and gyro corrections.

Ensure you re-familiarize yourself with the models on your transmitter and what machine they belong to. If you're flying glow or gas, make sure any old fuel is removed and properly disposed of. Replacing fuel lines, check valves and pump and regulator diaphragms may also be necessary.

Check your power supplies and chargers for proper operation. Check your field box/tool kit to make sure you've got what you need.

Give your transmitter a good going over as well. Check the antenna for breaks or cracks and make sure all switches and gimbals do what they should. Check and cycle all your batter-

ies or better yet, do a seasonal replacement – especially for the batteries powering your electronics! Finally, don't forget to do a proper and ultra-thorough range/field check the first time out before taking to the air.

Don't forget to refer to the MAAC Blades Program when you are training or being trained. It is MAAC's helicopter equivalent to the long-standing Wings Program and is a good resource and is designed to be a uniform guideline for clubs and individuals training on helicopters in Canada. It is fully MAAC approved, up and running and in place across the country.

Also, don't forget to check the MAAC website for upcoming events. Make plans to participate when you can and promote this great hobby.

Keep safety a priority and it will pay off for everyone at the field and your machine as well. I look forward to seeing some old friends again this year and hope to meet many new ones. ✈

# RC Hélicoptères



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Le printemps arrive! Puisque nous ne sommes pas aussi maboules que les pilotes de la côte Est, plusieurs de nos machines ne sont pas allées dehors depuis des mois.

Après avoir dépeussieré tout ça, de grâce, n'oubliez pas de vérifier soigneusement vos machines. Si vous êtes propriétaire d'animaux fouineux ou une épouse qui vérifie si la machine de cette saison est la même que l'année dernière, n'importe quoi peut s'être produit.

Assurez-vous que vos raccords soient bien fixés et non tordus tout en étant capable de bouger librement. Assurez-vous que vos bras de servo ne sont pas brisés ou fendus. Vérifiez les pales afin d'y déceler toute coche ou délamination. Parcourez leur bord d'attaque et de fuite à l'aide de vos doigts afin de sentir un quelconque problème.

Nettoyez et lubrifiez ce qui doit l'être -- arbres, roulements, coussinets, boîtiers de queue, etc. Vérifiez les engrenages et les engrenements. Vérifiez les courroies et leur tension. Portez votre attention sur

des composantes usées ou fendillées et remplacez-les, au besoin. Assurez-vous que tous vos servos et composantes électroniques remplissent leur fonction. Si vous avez ajusté votre émetteur programmable au cours de l'hiver, assurez-vous que tout se déroule normalement -- direction de tangage, direction du pas cyclique, contrôles de queue et correction de votre gyroscope.

Assurez-vous que vous pouvez vous familiariser une fois de plus avec les maquettes programmées à même votre émetteur et à quelle machine est reliée telle programmation. Si vous faites voler un hélicoptère à carburant, assurez-vous que vous avez retiré le vieux carburant et que vous vous en débarrassez de façon appropriée. Il se pourrait aussi que vous ayez à remplacer les conduites, soupapes de vérification, pompes et diaphragme de régulateur.

Vérifiez vos sources d'alimentation et vos chargeurs afin de faire en sorte qu'ils fonctionnent correctement. Vérifiez votre boîte d'outils afin de faire en sorte que vous ayez tout ce dont vous avez besoin.

Vérifiez aussi soigneusement votre émetteur. Vérifiez l'antenne au cas où elle est brisée ou fendillée et assurez-vous

que tous les commutateurs et que les cardans (gimbals) fonctionnent comme prévu. Vérifiez et procédez à des cycles de recharge de vos piles et, mieux, encore, remplacez-les en début de saison -- surtout les piles qui alimentent votre électronique! Finalement, n'oubliez pas de procéder à un rigoureux test de portée la première fois que votre machine reprendra la voie des airs.

N'oubliez pas de consulter le Programme d'obtention des «pales» du MAAC lorsque vous êtes en formation. Il s'agit de l'équivalent hélicoptère du vénérable Programme d'obtention des «ailes» et c'est là une bonne ressource. Celui-ci est destiné à offrir des lignes directrices uniformes à l'intention des clubs et des particuliers qui effectuent leur formation de pilotage d'hélicoptère au Canada. Le MAAC l'a parrainé d'emblée et le programme fonctionne déjà à l'échelle du pays.

Aussi, n'oubliez pas de vérifier le site Web du MAAC afin d'y lire les événements en préparation. Planifiez vous rendre à quelques-uns si vous le pouvez et faites la promotion de ce merveilleux passe-temps.

*suite à la page 56*

# RC Indoor



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## FLYING FOR THE NEXT GENERATION.

I have to thank the members of the North Shore R/C Modelers club from Elliot Lake for asking me to organize an indoor flying demonstration at one of their local schools. The demo was for the French section of Georges-Vanier School and a French speaking person was preferred. I don't have the chance to use my French speaking abilities too often, so I was happy to oblige.

The weather was excellent for driving the 180 kilometers from my house to Elliot Lake and I was fortunate enough to have Ray Rivet and Steve Lapper of the Greater Sudbury Modelers join me for the trip. I have to thank these guys for taking the time to join me and for offering some of their awesome flying.

When the time came for our demonstration, we were overwhelmed when more than 50 boys

and girls from junior kindergarden to grade 7 showed up in the gym. I must tell you that we were impressed by their visible enthusiasm and I was seriously hoping that we would be able to meet their high expectations.

It seems to me that indoor flying education requires more than just flying, so some general information about aviation was given to the young audience.

I spent about half an hour explaining the controls of the airplane and I also involved the students by asking them which controls would affect the flight path of the foamie. Interestingly enough, they were all good at it. They all wanted to touch a transmitter, so we offered them Ray's to have a look.

The moment came to do some flying. The foamie had just moved a few inches and we heard loud applause from the students. I thought "This is too easy, I have to do more interesting stuff."

I then started to explain each and every manoeuvre I was going to attempt. As you know, these things don't always work as planned. When one manoeuvre went astray, I was thinking about using the radio for an excuse, but these kids were too smart for that and they had already figured out I had messed up.

In my opinion, the best moment for them was when Ray and I had an unplanned mid-air. I'm almost certain they are still talking about it to this day. ✈



# RC Vol Intérieur



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## Vols pour la prochaine génération

Je remercie les membres du Club North Shore R/C Modelers d'Elliot Lake de m'avoir demandé d'organiser une démonstration de vol intérieur à l'une des écoles locales. Celle-ci était destinée au volet francophone de l'École Georges-Vanier et il valait mieux d'avoir un francophone sur place. Je n'ai pas la chance d'utiliser mon français très souvent, si bien que j'étais heureux d'offrir mon aide.

La météo était parfaite pour les 180 km à rouler depuis mon domicile jusqu'à Elliot Lake et j'ai eu la chance d'avoir Ray Rivet et Steve Lapper (des Greater Sudbury Modellers) comme compagnons de voyage. Je les remercie d'avoir pris le

temps de venir avec moi et d'avoir offert une démonstration de vol époustouflante.

Nous avons été un peu décontenancés de voir arriver plus de 50 filles et garçons (du jardin d'enfants jusqu'à la septième) arriver dans le gymnase. Nous avons été tout autant impressionnés de leur enthousiasme et j'espérais que nous saurions répondre à leurs attentes.

Il me semble que l'introduction au vol intérieur nécessite un peu plus que seulement quelques vols, aussi ai-je transmis des renseignements généraux sur l'aviation à ce jeune public.

J'ai passé environ une demi-heure à expliquer les commandes d'une maquette et j'ai impliqué les jeunes en leur demandant quelles gouvernes allaient affecter la trajectoire de vol de mon foamie. Il a été très intéressant de constater qu'ils ont tous répondu avec aplomb. Les jeunes voulaient tous toucher à l'émetteur et

nous leur avons offert celui de Ray.

Ensuite, le moment est venu de procéder aux vols. Les foamies ne s'étaient élevés que de quelques pouces que déjà, les enfants avaient applaudi. Je me suis dit : «C'est trop facile, je dois faire quelque chose d'intéressant.»

J'ai ensuite commencé à expliquer chacune des manoeuvres que j'allais essayer. Comme vous le savez sans doute, les choses ne se déroulent pas toujours comme prévu. Lorsqu'une manoeuvre a échoué, j'ai songé blâmer mon émetteur, mais ces enfants ne l'auraient pas cru et ils savaient bien que l'erreur était la mienne.

D'après moi, le meilleur moment de la rencontre, c'est lorsque Ray et moi avons eu une collision aérienne non planifiée. Je crois que les enfants en parlent encore. ✈



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Sorry for skipping last issue. I had some family issues and had to put MAAC on the back burner.

As we head into a new season, there are, as always, emerging technology trends to learn about. A number of the guys on RCCanada are already digging into the evolution from pneumatic to electric retracts. Testimonials are welcome for future articles.

On top of this, I just noticed an advertisement on line for E-door actuators from a company called LADO Technologies. I've never heard of them before, but the innovation of door actuators is a key trend I'm interested in.

A few thoughts about air systems, and the different approaches to reliability:

Single air system for gear, brakes, and doors

Some prefer the simplicity of one fill port, but there is a downside. If a brake valve or fitting leaks in flight, you'll lose the gear function on landing! It's not my personal preference, but if you choose this route, I'd recommend keeping a close eye on your hardware and leak-test it frequently.

Separate tanks, one for brakes and one for retracts (and doors?)

This is my preference, although the only door I have to worry about is on the nose gear on my Hotspot and it's driven by a JMP sequencer and a retract servo. I regularly leak-test all systems prior to a rally, but the gear door servo is never an issue. The servo-driven approach was overkill and bulky, but has been very reliable.

I did not want to resort to an air cylinder for the door, as it would increase the number of seals and fittings to maintain. Some day down the road with multiple doors, I would definitely consider some

kind of electrical door solution, even if my gear is still pneumatic.

All electric systems

Most of us know what happens to a DC motor that's stalled while voltage is applied. Lots of current, lots of heat, and all kinds of bad stuff after that. Now, if the battery also powers the receiver...

Now, keep in mind I have zero experience in electrical retracts or door actuators (so far). As with a new turbine or some other revolutionary widget, I believe there is value in fully evaluating new products and the potential for new method of failure.

I'm keenly interested to find out how the various manufacturers have resolved a possible binding situation or end-point sensing, as the long term benefits seem reasonable for electrical gear and accessories.

Last, a quick goodbye to an old friend, Gerry Sylvestre. He will be missed by a great many jet pilots. ✈

## Avions à réaction



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Je m'excuse d'avoir manqué la dernière parution de la revue. J'ai m'occuper de choses familiales, si bien que je ne pouvais faire autrement que de faire attendre ce qui se rapportait au MAAC.

Nous nous dirigeons vers une nouvelle saison et, comme toujours, nous devons en apprendre davantage sur des tendances technologiques qui se profilent à l'horizon. Plusieurs modélistes sur RCCanada sont déjà en train d'évoluer vers le train rétractable électrique plutôt que pneumatique. J'accueillerais avec plaisir tout témoignage, pour inclusion dans une future chronique.

De plus, je viens d'apercevoir une annonce en ligne pour de nouveaux actuateurs électriques pour les portes de train d'atterrissage, ce qu'offre une entreprise qui s'appelle LADO Technologies. Je n'ai jamais entendu parler d'eux mais cette innovation est l'une des tendances qui m'intéressent.

Quelques pensées sur les systèmes pneumatiques et sur leur approche qui diffèrent, sur le plan de la fiabilité :

Système pneumatique unique pour le

train, les freins et les portes du train

Certains modélistes préfèrent la simplicité qu'offre un seul conduit de remplissage, mais il y a un inconvénient. Si une soupape de freins ou un raccord accuse une fuite en vol, vous en perdrez le déploiement de votre train d'atterrissage au moment critique! Ce n'est pas ma préférence personnelle mais si vous choisissez de configurer ainsi votre appareil, je vous recommande d'inspecter très attentivement votre équipement et de souvent procéder à des tests de fuite.

Réservoirs séparés, l'un pour les freins, l'autre pour le train escamotable (et portes?)

Je préfère cette configuration, bien que la seule porte dont j'aie à m'inquiéter, c'est celle qui abrite le train avant (sous le nez) de mon Hotspot; la porte est déplacée à l'aide d'un séquenceur JMP et d'un servo pour train rétractable. Je procède régulièrement à une vérification antifuites de tous mes systèmes avant de me déplacer vers un ralliement mais au moins, la porte du train escamotable n'est jamais un problème. Cette approche (la motorisation par un servo) est un peu exagérée et un peu encombrante, mais ce système a été très fiable jusqu'à maintenant.

Je ne voulais pas me tourner vers un cylindre pneumatique afin d'actionner la porte puisque cela aurait augmenté le nombre de joints et de raccords à entretenir. Un bon jour, lorsque j'aurai à faire bouger de nombreuses portes de train, il faudra que je considère passer à une solution électrique, même si mon train escamotable demeure électrique.

Systèmes entièrement électriques

La plupart d'entre nous savons ce qui arrive à un moteur DC qui s'est immobilisé lorsque le voltage est appliqué. Beaucoup de courant passe, ce qui génère beaucoup de chaleur... et toutes sortes de choses terribles surviennent ensuite. Maintenant, si la pile alimente aussi le récepteur...

Gardez en tête que je n'ai aucune expérience en matière de train escamotable électrique ou d'actuateurs de portes (jusqu'à maintenant). À l'instar d'une nouvelle turbine ou de quelque autre gadget révolutionnaire, je crois qu'il vaille la peine d'évaluer soigneusement les nouveaux produits... et le potentiel d'une nouvelle méthode de défaillance.

Je serais très intéressé de savoir comment les fabricants ont résolu les problèmes de grippage (binding) ou de détec-

*suite à la page 56*

# RC Precision Aerobatics



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Today is the first day of spring but it sure doesn't feel like it. It's still cold and wet out and we had snow two days ago. Hopefully by the time you read this, the weather will truly be spring-like and we will have had a bunch of practice rounds in.

It looks like a good season coming up, at least five contests out west, to compete in.

To keep our fingers in shape over the winter, many of us have been flying foamies in local gyms and arenas. It's not the same as the big open sky but it is a lot of fun. Out here in the West, we have a late winter indoor competition in Kamloops B.C.

The E-Fly has been around now for

four years and seems to get better every year. We fly three classes - Sportsman, Intermediate and FAI. This year, there were four pilots in each class, so it made for a great contest.

If you can get to an indoor contest, you will have a blast. If there aren't any in your area, you might think about putting one on. The indoor manoeuvres shown on the website (<http://www.canadaf3a.org>) right now are not up to date but give a good indication of what is flown. I will try to have that information updated before next season.

Mike Allman is the CD for the E-Fly and I have word that he has put his name forward to serve on the Precision Aerobatics Committee. Welcome aboard, Mike. At this point, I am not sure who else will be on the Committee but I am sure that most of the members from last year will return. By the time you read

this, the Committee should be set and the names will be available at [www.maac.ca](http://www.maac.ca), [www.canada.f3a.org](http://www.canada.f3a.org) and Pattern West (<http://members.shaw.ca/patternwest-news>).

For those flyers who compete South of the border, it looks like there have been a few rule changes this year. I don't think they will be a major issue but for more info, go to [NSRCA.us](http://NSRCA.us) or to any of the above-noted websites. I am planning on attending at least three U.S. contests in District 8 this season so I guess we will see.

By the time you read this, the information on the upcoming 2012 FAI Team Trials in July will be on the MAAC website as well as the sites above. Good luck to all the participants; may the weather gods smile upon you. ✈

# RC - Acrobatie de Précision



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Aujourd'hui, c'est le premier jour du printemps mais ça ne paraît pas : il fait encore froid et c'est détrempé dehors et nous avons eu de la neige il y a tout juste deux jours. Avec un peu de chance, au moment où vous lirez ceci, le temps fera une fois de plus penser au printemps et nous aurons eu la chance d'effectuer plusieurs vols de pratique.

La saison s'annonce bien avec au moins cinq concours ici dans l'Ouest.

Histoire de nous délier les doigts pendant l'hiver, plusieurs d'entre nous avons fait voler des maquettes de type foamie dans des gymnases et des arénas. Ce n'est pas la même chose que de les faire voler dans le ciel, mais c'est bien plaisant. Ici dans l'Ouest, nous avons un concours tardif de vol intérieur hivernal à Kamloops (C.-B.).

Le rassemblement E-Fly existe maintenant depuis environ quatre ans et il

semble s'améliorer d'une année à l'autre. Trois catégories sont offertes : Sportsman, Intermédiaire et FAI. Cette année, il y avait quatre pilotes au sein de chaque catégorie, ce qui a rendu le concours vraiment intéressant.

Si vous pouvez vous déplacer à un concours de vol intérieur, vous vous amuseriez follement. S'il n'y en a pas dans votre région, vous devriez songer à en organiser un. Les manoeuvres de vol intérieur illustrées au site Web (<http://www.canadaf3a.org>) à l'heure actuelle n'ont pas été mises à jour mais cela donne une idée de la séquence à suivre. Je tenterai de faire la mise en jour avant la prochaine saison.

Mike Allman est le directeur de concours de l'E-Fly et on m'a dit qu'il s'est avancé afin de faire partie du Comité d'acrobatie de précision. Bienvenue à bord, Mike. À ce point-ci, je ne suis pas certain de qui composera le Comité mais je suis persuadé que la plupart des membres de l'année dernière reviendront. Au moment où vous lirez ceci, le Comité de

vrait avoir finalisé la composition de ses membres et les noms devraient être disponibles au [www.maac.ca](http://www.maac.ca), au [www.canada.f3a.org](http://www.canada.f3a.org) ainsi que Pattern West (<http://members.shaw.ca/patternwestnews>).

À l'intention de ceux d'entre nous qui pilotons des maquettes au Sud de la frontière, semble-t-il qu'il y a eu quelques changements aux règlements cette année. Je ne crois pas que cela posera problème majeur mais si vous voulez vous renseigner davantage, consultez [NSRCA.us](http://NSRCA.us) ou consultez l'un ou l'autre des sites nommés plus haut. J'ai l'intention de me déplacer à au moins trois concours américains au sein du District 8 cette saison, alors je constaterai les changements moi-même.

Au moment où vous lirez cette chronique, les renseignements afférents aux Épreuves de qualification d'équipe de la FAI pour 2012 seront affichés au site Web du MAAC, de même qu'aux sites auxquels j'ai fait allusion. Bonne chance aux participants; que les dieux de la météo vous sourient. ✈

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*Eleven pilots from Canada and fans attended the Q40 Classic pylon race in Phoenix Arizona in February. Q40 models weight four pounds, use a custom .40 size racing motor and fly up to 190 mph. / Quelques 11 pilotes canadiens et leurs amateurs se sont rendus à la course Q40 Classic à Phoenix (Arizona) en février dernier. Les maquettes de type Q40 pèsent quatre livres, utilisent un moteur .40 personnalisé et volent à une vitesse pouvant atteindre les 190 milles à l'heure. PHOTO: Ken Umbach*

For those of you who follow my column, you will not be surprised to learn that this it's time to report on the winter pylon races in Phoenix, AZ, my annual winter RC pylon holiday.

There's nothing like a weekend of racing at 190 mph to relax a guy on holiday. I suppose a Phoenix race report from one year could be easily confused with the same report from any other year. Not so this year!

Eight countries participated in February with a total of 80 competitors. The really great thing was that Canada represented over 10% of the field. We had eleven pilots registered and these guys came with associated cheering team, pit mechanics, press photographers, and general groupies.

As veterans to the Phoenix Q40 Classic, Roy Andrassy, Delbert Godon, Harold Sattler, Hank Kauffman, Doug Houston and myself attended. In their second year of pylon fun in the sun were Henry Redekop and Lyle Baker. Rookies to the grand event were Jeff Martin, Alan Umbach and Kevin Umbach.

Most of the team practiced for five days prior to the big contest. Weather

topping 25 degrees Celsius and light winds greeted us every day as we shook out the winter cobwebs. Primary and back-up airplanes were tested and trimmed for the competition to be held on the last weekend in February.

The competition was as fast and furious as ever. The top 15 competitors out of 80 turned ten-lap times of 1:03 or less. Fast time for the competition was Dub Jett of Jett Engineering with a time of 1:01. That means 14 other pilots were clustered within two seconds of each other. To give you some perspective, that's about 200 feet apart on a 2.5 mile course.

The top Canadian was myself finishing in 15th position. I was flying a Sweet-V from Adrenaline Products and a Nelson long stroke racing motor. Harold Sattler posted the fastest Canadian time with 1:02.41. Harold was flying his own Strega from H&M Racing, also using a Nelson long stroke motor.

The rookies, Jeff, Alan, and Kevin did really well. I have to say the Umbach boys really came on from practice all the way to the final heat of the competition. Alan was practising with his brand new

Miss Candace from H&M Racing. The Candace suffered a bit of damage during practice so Alan was forced to use his back-up, the trusty Polecat, for competition. Kevin flew his Sweet-V.

Jeff Martin showed up about 48 hours before the race and pulled out his 'experienced' Miss Candace. The Candace knew its way around the course. Jeff just had to follow. Racing in Phoenix with 80 of the world best racers is not easy. It is a test of both skill and mental fortitude. I am pleased to say that Canada was well represented.

Back at home, Calgary is hosting a fun Quickie 500 and Electric Formula One event on the last weekend of May. Spectators are always welcome. Contact me for details.

The Edmonton boys are hosting their pylon contest one weekend later on June 2-3 at the Scott Currie field near Morinville, north of Saint-Albert, Alberta. Pylon competition then moves to Regina at the Windy Flyers field on June 23-24.

The season is short. Get out and do some racing. Try to spend as little time as possible in the air... Get it?! ✈

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Pour ceux qui suivent assidument ma chronique, vous ne serez aucunement surpris d'apprendre qu'il est temps de faire rapport relativement aux courses hivernales autour de pylônes à Phoenix (Arizona), mes vacances hivernales annuelles.

Il n'y a rien de mieux qu'une fin de semaine de course à 190 milles à l'heure pour qu'un gars en vacances se détende. Je crois qu'il pourrait y avoir méprise sur un rapport annuel de Phoenix d'une année à l'autre. Ce n'est pas le cas cette année!

Huit pays ont participé à ces épreuves en février, avec un total de 80 concurrents. Ce qui était sensationnel, c'est que le Canada composait 10 % de ce groupe à lui seul. Quelque 11 pilotes se sont inscrits et ces gars-là sont débarqués sur place avec leur propre section de meneuses de cri, mécaniciens des puits, photographes de presse et véritables groupies.

Les vétérans de la catégorie Phoenix Q40 Classic, Roy Andrassy, Delber Gordon, Harold Sattler, Hank Kauffman, Doug Houston et moi-même étions sur place. Henry Redekop et Lyle Baker en étaient à leur deuxième participation sous le soleil. Il y avait aussi quelques nouveaux venus : Jeff Martin, Alan Umbach et Kevin Umbach.

La majorité de l'équipe a pratiqué pendant cinq jours en prévision du grand concours. Nous étions choyés de pouvoir évoluer quotidiennement (et nous dérouiller) alors que la météo atteignait les 25 degrés Celsius et que les vents étaient légers. Les maquettes principales et de rechanges ont été mises à l'essai en prévision de la compétition, la dernière fin de semaine de février.

Les courses ont été disputées à un rythme d'enfer. Les 15 meilleurs concurrents (sur les 80)

ont inscrit des chronos de 1:03 ou moins. Le chrono le plus rapide est revenu à Dub Jett de Jett Engineering avec un temps de 1:01. Ceci signifie que les 14 autres pilotes étaient agglutinés à deux secondes les uns des autres. Histoire de vous offrir de la perspective, c'est une distance de tout juste 200 pieds sur un parcours de 2,5 milles.

Je suis devenu le pilote canadien le plus décoré, en 15<sup>e</sup> position. Je pilotais un Sweet-V d'Adrenaline Products mû par un Nelson à course longue (de course). Harold Sattler a inscrit le chrono canadien le plus rapide, avec 1:02.41. Ce dernier pilotait son propre Strega (H&M Racing), aussi mû par un Nelson à longue course.

Les débutants Jeff, Alan et Kevin se sont vraiment bien débrouillés. Je dois dire que les gars Umbach se sont beaucoup améliorés entre la pratique et la toute dernière manche. Alan se pratiquait à l'aide de son tout nouveau Miss Candace (H&M Racing) lorsque la maquette a subi des dommages en cours de pratique, si bien qu'Alan s'est vu forcé de se tourner vers son avion de rechange, le bon vieux Polecat, lors de la compétition. Kevin, lui, pilotait son Sweet-V.

Jeff Martin est arrivé tout juste 48 heures avant la course et a ressorti son Miss Candace très utilisé. Cette maquette volait presque toute seule autour des pylônes. Jeff n'avait qu'à suivre. Il n'est guère facile de se mesurer aux 80 meilleurs pilotes au monde à Phoenix. C'est une épreuve d'aptitude et de pouvoir de concentration. J'ai le plaisir d'affirmer que le Canada était bien représenté.

De retour à Calgary, le club de l'endroit prépare sa série ludique Quickie 500 et Electric Formula One au cours de la dernière fin de semaine de mai. Les spectateurs sont toujours les bienvenus. Veuillez communiquer avec moi pour en savoir plus long.

Les gars d'Edmonton seront les hôtes d'un concours une fin de semaine plus tard, les 2 et 3 juin au terrain Scott Currie près de Morinville (au nord de Saint-Albert). La compétition se déplace ensuite vers Régina, au terrain des Windy Flyers, les 23 et 24 juin.

La saison est courte. Sortez et faites de la course. Tentez de passer le moins de temps possible en l'air... Vous saisissez? ✈



*Some of the 80 Q40 models from eight countries line up to await their turn to practice prior to the Q40 competition in Phoenix, AZ./ Quelques-unes des 80 maquettes Q40 (de huit pays) sont alignées juste avant les rondes de pratique, avant la compétition à Phoenix (Arizona). PHOTO: Randy Smith.*



# RC Scale Aerobatics



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As you read this, the reins of power for the Scale Aerobatics Committee will be transferred to a most deserving recipient, Isabel Deslauriers.

I've known and watched Isabel grow from a shy young beginning pilot into arguably one of the top Canadian scale aerobatics specialists. Along the way, she has quietly watched and learned what it takes to be a champion.

As a protégé of her (now) husband Ray Buyukerel, the two make a formidable pair in the IMAC circuit. The two are almost always in the top of the Unlimited

class and usually corner the market with Isabel's calm, smooth flying style and Ray's more aggressive and speedy routine!

Congrats Isabel and best wishes in your new role as Canadian Scale Aerobatics Chairperson!

I have seen scale aerobatics grow, once again, in Ontario and in other pockets in the country but still encourage those sitting on the fence to try and run an IMAC contest. There is a wealth of information out there to help willing contest directors and with sites such as RCC, Flying Giants, the IMAC website and Scale Aerobatics Canada (also known as Penelope RC), all questions are quickly answered.

By the time you read this, I will have flown my latest pride and joy, a Carden Extra 300 PRO Special. It was wonderful to build a full-out competition airplane and while it was a lot of work, it was also a hoot to document it all on RC Canada in the Giant Scale forum. Talk about motivation and friendly competition! Kudos have to go to an exceptional builder and pilot Trevor Brum who is a building machine and wonderful motivator!

So even though I am no longer your Chairman, I will be seeing you all online and at the contest circuit this summer.

Thanks everyone! ✈

# Acrobatie de copies volantes

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Au moment de lire ces lignes, j'aurais transmis les rennes du Comité d'acrobatie de copies volantes à une personne qui le mérite amplement, Isabel Deslauriers.

Je connais Isabel depuis un moment et je l'ai vue passer d'une pilote débutante et gênée à -- possiblement -- l'une des spécialistes de l'acrobatie de copies volantes au Canada. En cours de route, elle a observé et assimilé tout ce qu'il fallait pour devenir une championne.

En tant que protégée de son mari (maintenant) Ray Buyukerel, ce tandem est redoutable sur le circuit de l'IMAC. Les deux se retrouvent presque toujours au sommet du palmarès de la catégorie Unlimited et ils dominent la scène, Isabel avec son style fluide et Ray, quant à lui, avec sa routine agressive et expéditive!

Félicitations à Isabel et je vous transmets mes meilleurs vœux dans votre nouveau rôle à titre de présidente du Comité d'acrobatie de copies volantes!

J'ai constaté la croissance de notre discipline en Ontario et dans d'autres po-

ches, un peu partout au pays; j'encourage tout de même ceux qui hésitent encore à organiser un concours IMAC. Il y a une mine de renseignements qui sont disponibles auprès des directeurs de concours : RCC, Flying Giants, le site Web de l'IMAC et Scale Aerobatics Canada (que certains connaissent comme étant Penelope RC). Quelqu'un saura répondre rapidement à toutes vos questions!

Au moment où vous lisez ceci, j'aurai piloté ma plus récente acquisition, un Extra 300 PRO Special (kit de Carden). C'était merveilleux de construire un appareil de compétition et bien que bien des heures de travail y aient été consacrées, c'était formidable d'en documenter toutes les étapes sur le forum Giant Scale de RC Canada. Quelle motivation et concurrence sympathique! Des remerciements sont de mise à l'endroit d'un constructeur et pilote exceptionnel, Trevor Brum, qui est à construire toute une machine. Ce qu'il est bon motivateur, aussi!

Bien que je ne sois plus votre président, je vous verrai en ligne et sur le circuit des concours, cet été.

Merci à tout le monde! ✈



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To qualify, the new members must be open members, 18 years of age or older, and have not been a MAAC member in the last Five years

notre zone leur accordera une adhésion gratuite au MAAC. Je ne crois pas qu'il existe de meilleure façon d'utiliser notre budget promotionnel qu'en essayant d'aider des jeunes à s'impliquer et à apprendre à voler. Communiquez avec moi et je ferai en sorte que cela se produise.

Les Riverside Flyers ont célébré le 40<sup>e</sup> anniversaire de leur club à l'aide d'un souper, le 4 février 2012, ce qui coïncidait avec le 40<sup>e</sup> de la signature de leur incorporation. Je termine ce compte-rendu grâce à un résumé qu'a écrit Murray Marley dans le cadre d'un bulletin du 40<sup>e</sup>, Servo Chatter :

«Comme vous le savez tous maintenant, le 4 février marquait le 40<sup>e</sup> anniversaire d'incorporation des Riverside Flyers. Nous nous trouvons à notre terrain actuel depuis 1976. C'est une assez longue période pour n'importe qui.

«On a peine à imaginer tous les changements qui ont marqué les dernières années. Lorsque nous avons commencé à faire voler nos maquettes, nous n'avions rien d'autre qu'une tondeuse et une cabane pour la remiser. Après plusieurs années, nous avons réussi à recueillir de l'argent et à construire le clubhouse. C'était très important puisque cela nous a permis de venir au terrain même lorsque la météo n'était pas au beau fixe.

«Nous avons connu notre part de mauvais et de bons moments au fil des années mais nous avons toujours su tirer notre épingle du jeu. Je crois que le succès du Club réside en la sagesse dont ont fait preuve les fondateurs lorsqu'ils ont décidé de son fonctionnement. La directive principale, c'était de créer un environnement convivial et sécuritaire au sein duquel ses membres pouvaient s'adonner à leur passe-temps préféré, l'aéromodélisme. Lorsque nous franchissons la clôture de l'entrée, tout ce qui nous préoccupe, ce sont nos amis et notre passe-temps. Pendant quelques heures hebdomadairement, tous les autres tracas sont relégués au deuxième rang.

«Les souvenirs sont trop nombreux pour qu'on essaie de les nommer. J'espère que ceux que vous avez de vos heures passées à Riverside sont parmi ceux que vous chérissez.

«Travaillons ensemble de sorte à ce que la prochaine décennie remporte autant de succès que les quatre premières.»

Merci Murray pour ces bons mots qui décrivent parfaitement ce que devrait être notre passe-temps. ✈

le réelle aura aussi tôt fait d'ébahir les spectateurs.

Peut-être, alors, vous lancerez-vous dans cette aventure. Si vous construisez quelque chose, veuillez m'envoyer une photo de votre création et je tenterai de la faire publier dans cette revue. ✈

Faites en sorte que la sécurité soit toujours votre priorité et tout le monde en bénéficiera au terrain... votre machine aussi. J'ai hâte de revoir de vieux amis et j'espère faire la connaissance de nouveaux.

Au plaisir de se voir au terrain! ✈

tion de fin de course (end-point sensing), puisque les bénéfiques au long cours semblent raisonnables pour l'équipement électrique et ses accessoires.

Enfin, j'adresse un dernier au revoir à un vieil ami, Gerry Sylvestre. Plusieurs pilotes de jets s'ennuyèrent de lui. ✈

c'était la recette idéale pour déclencher une vrille. Si vous perdez votre vitesse de vol en cette configuration, c'est exactement ce que l'avion essaie de faire.

La façon moderne, c'est de tenter d'atteindre le décalage zéro sur le moteur, une incidence zéro sur l'incidence des ailes, un gouvernail de direction centré et de faire en sorte que votre maquette vol en tangeante en exécutant le cercle. Ceci signifie que si vous perdez trop de vitesse en amorçant un grimper vertical, l'avion ne luttera pas contre vous.

Les rapports de mouvement volets et élévateur se situent surtout à 1-pour-1 maintenant et les anciens et gigantesques volets sont décevants. Chaque pilote préfère sa propre configuration, bien sûr.

Je me présente maintenant en compétition avec des moteurs deux-temps mais il n'est pas rare de voir des moteurs quatre-temps. Les maquettes CLPA électriques sont aussi maintenant une réalité. Kim Doherty a apporté son Shockwave au Championnat mondial de 2009. J'ai eu l'honneur de la lancer et elle m'a presque traînée sur le bitume. La motorisation électrique est ici pour rester. ✈

ces de votre province. Ce sera du temps et de l'argent très bien investis pour votre club.

Les désavantages d'un club qui n'est pas incorporé sont les suivants : (1) le club n'est qu'une collection de personnes qui ne possède aucun statut juridique; (2) les membres deviennent personnellement responsables auprès des créanciers si des dettes sont encourues; (3) le club ne peut actionner quiconque ou se faire actionner... même ce sont les membres qui sont à risque, individuellement; (3) le titre de propriété doit être au nom de tous les membres. Cela rendra une vente de terrain très difficile. Gardez en tête le fait que la «propriété», ce peut être aussi simple qu'une tondeuse ou un tracteur à pelouse; (4) les chances d'obtenir une subvention sont de moins que zéro.

Il faut du travail administratif afin de s'incorporer mais compte tenu des bénéfiques, cela vaut le coût. ✈

troaction de la part de ces personnes, je suis très bien équipé pour représenter notre zone lors de l'Assemblée générale annuelle du MAAC.

J'aimerais dire «merci» aux membres participants :

Richard Barlow – scribe de réunion  
Brockville Model Aeronautics Club:  
Chris Malcomson, Jon O'Reilly. Stetson Flyers: Hal MacDonald. Joyeux modélistes gatinois: Richard Dalpé. Prince Edward R.C. Flying Club & Bay Of Quinte Aeromodellers: Dave Holmes. Arnprior Radio Control Club: Dave Hammond, Dave Asquini. Rideau RC Flyers: Mike Anderson Smiths Falls R/C Modelers: Shane Lafreniere Cornwall Aeromodellers: Karl Kingston. IMAA Chapter 217: Brian Wattie. Kingston R/C Modelers: Gary Droppo. Rideau Valley Modelers: Geoff Strotmann. ✈

approuvés jusqu'à maintenant et je sais que d'autres seront soumis sous peu, si bien que vous pourriez vérifier la section des événements à venir pour y guetter toute mise à jour.

Tout rassemblement qui appuie une cause (Cadets de l'air, les Scouts, des hôpitaux locaux, une banque alimentaire), voilà qui mérite notre appui. Soyez généreux. J'espère que vous effectuerez plusieurs vols et gardez vos ailes à l'horizontale. Au plaisir de vous voir à l'un d'eux! ✈

# Hobbyshops Canada

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1/4 pg	\$185	\$230

# 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 trios (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.

### OUT OF REGION

September 21 | 42nd Great Grape Gathering | Contest | 3 Days | 1941 Hag Airfield, Geneseo, Ny, | SAM 86 | Roy Smith | aeronut@kos.net | (613) 389-9887 (evenings only) | or Jim Moseley | jjmoseley@look.ca | (905) 683-3014 | 31 Events over 3 days (glider, rubber, and power) AMA, NFFS, SAM and FAC. For full event schedule visit [www.old-wakefields.com](http://www.old-wakefields.com). Informal 'Fish Fry' at the Conesus Lake Hotel (Rodeway Inn) Friday evening. (Note: Fish isn't mandatory – a wide menu is available) Informal dinner in the HAG facilities at the field on Saturday evening This is a social event as well as a great contest – come out and join the fun! Even if you don't fly, 'spectating' and 'yacking' are worth the trip. A joint effort between SAM 86 and the Western New York Free Flight Society.

### ALBERTA - A

May 5 | CARFF Annual Auction | Auction | 9:00:am | 1 Day | Sylvan Lake Rec. Center, Sylvan Lake, AB | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | 403-347-1363 | rgmccoy@shaw.ca | Make plans now to attend the Largest Model Airplane Auction in Western Canada. This auction has been ongoing for more than 20 years and draws a good crowd of buyers and good quality sales items. Do not miss this opportunity to get yourself some new equipment. Check our website [www.carff.ca](http://www.carff.ca) | 2012-155

May 12 | Classic Ice Breaker Water Fun Fly | Fun Fly | 9:00:am | 2 Days | Rocky Barnstormers RC Club Float Fly (Perry Pond) | ROCKY BARNSTORMERS R/C CLUB | s/a above | s/a above | | May 12-2 day Classic Ice Breaker Water Fun Fly, Rocky Barnstormers R/C Club May 12 and 13 at Perry's Pond. Travelling 8.2 km north on Hwy 22 from Hwy 11, turn left onto TWP-RD 40-5 go west 1.6 km and turn rt. onto RR 7-4, go north 0.8 km and turn left following entrance road to trailer park area on SW corner of pond. (Follow signs from Hwy 22) Self contained camping \$25.00 for the weekend. Non-camping fliers \$5.00 for the weekend. Concession on site with pop, burgers, hot dogs, and coffee. Evening campfire- bring guitars and lawn chairs. Contact Peter-403-845-6271, Ray-403-845-5289, George-403-845-2293 | 2012-34

May 12 | 2012 Season Opener | Fun Fly | 8:30:am | 1 Day | Main Club Field | NIGHT HAWK R/C FLYING CLUB | Dave Johansen | 403-795-2527 | johansen.dave@gmail.com | Dust off the planes and maiden the winter builds. General fun day of flying. All aircraft welcome from electrics to gasses, park

flyers to helis. Informal combat with prizes. Beverages and snacks on site Lunch available. | 2012-218

May 19 | Spring Crack Up | Fun Fly | 10:00:am | 1 Day | Main Club Field | WINDY WEST R.C. CLUB | Jeff Hollan | 403 942 4281 | grassroots.hollan@gmail.com | Spring Crack UP is the first fun fly of our season. Holding at the club field south of Coaldale. See the Windy West Web Site for directions. Food and Drinks will be available. | 2012-76

May 25 | Spring Float Fly | Fun Fly | 8:00:am | 3 Days | Clear Lake | MOSTLY OLD FLOAT FLYERS ASSOCIATION | Doug Shaver | 1-780-622-1012 | skyventures@hotmail.com | Three days of float flying fun. Self contained camping @ \$15/night. Lots of space and a great facility. Evening campfires and lots of hangar flying. Lots of help available if this is your first float fly. Come to one of the best float flies in Alberta. | 2012-247

June 2 | Medicine Hat IMAC Competition | Competition | 9:00:am | 2 Days | Main Club Field | MEDICINE HAT RC'ERS INC. | Al Kramer | Al@sts-mh.com | IMAC Scale Aerobatic Competition in Medicine Hat, Alberta. First time basic pilots fly for free. Entry fee CAD \$20. Go to [www.mini-iac.com](http://www.mini-iac.com) -> Regions -> Northwest to pre-register. | 2012-229

June 2 | June Water Fun Fly | Fun Fly | 9:00:am | 2 Days | Rocky Barnstormers RC Club Float Fly (Perry Pond) | ROCKY BARNSTORMERS R/C CLUB | s/a above | s/a above | | June 2 - 2 day June Water Fun Fly, Rocky Barnstormers R/C Club June 2 and 3 at Perry's Pond. Travelling 8.2 km north on Hwy 22 from Hwy 11, turn left onto TWP-RD 40-5 go west 1.6 km and turn rt. onto RR 7-4, go north 0.8 km and turn left following entrance road to trailer park area on SW corner of pond. (Follow signs from Hwy 22) Self contained camping \$25.00 for the weekend. Non-camping fliers \$5.00 for the weekend. Concession on site with pop, burgers, hot dogs and coffee. Evening campfire-bring guitars and lawn chairs. Contact Wil Vohs-403-728-3341, Peter-403-845-6271, Ray-403-845-5289 | 2012-35

June 10 | ERCS Spring Combat | Fun Fly | 11:00:am | 1 Day | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Darrell Shvak | 7804557000 | darrellshvak@gmail.com | Spring Combat come out and have fun flying combat or help the pilots by keeping time and judging. MAAC required for pilots. Hardhats must be worn (supplied) if you are in front of the spectator fence. 10\$ for pilots NOTE: the Maximum engine size has been changed back to .46ci and

450Watts for electrics. | 2012-59

June 11 | Valley of Hope Fun Fly and Pig Roast | Fun Fly | 9:00:am | 7 Days | Valley of Hope Farm | ROCKY BARNSTORMERS R/C CLUB | same as above | same as above | | June 11-7 day Fun Fly - Valley of Hope 25th Annual Fun Fly and Pig Roast with pot-luck supper on June 16.. \$5.00 fee per person for the supper with proceeds going to Stars Air Ambulance. Self contained camping at no charge. MAAC Rules apply and proof of MAAC membership required. Concession with burgers, hot dogs, pop, coffe and chips available on final 3 days. 50/50 draw, and raffle of an ARF airplane kit. Travelling from east or west on Hwy 54, turn north onto RR 45 (Harriman Lumber sign) for 2 miles (3.2 km) follow signs to flying site east side of RR 45. Contact - Wil Vohs- RR 1, Innisfail, AB T4G 1T6 403-728-3341 | 2012-38

June 15 | Fathers Day Fun Fly 2012 | Fun Fly | 1:00:pm | 2 Days | Northern Alberta Fun Flyers | NORTHERN ALBERTA FUN FLYERS | Bill Weibe | 780-926-6640 | billbw73@gmail.com | no web yet. | 2012-217

June 16 | Father's Day Float Fly | Fun Fly | 9:00:am | 1 Day | Park Lake | WINDY WEST R.C. CLUB | Eric Thomsen | 403 327 4216 | heaveni@shaw.ca | Father's Day Float Fly come join us for a fun day on the lake. Food and drinks will be available | 2012-78

June 22 | ERCHA mid summer FF | Fun Fly | 6:00:pm | 3 Days | Main Club Field | EDMONTON R/C HELICOPTER ASSOCIATION | Mark Richens | mkrichens@telus.net | June 22 23 24. The Edmonton Radio Controlled Helicopter Association will once again host their annual mid season Heli Fun Fly. This event is always well attended and we have ordered better weather for this year. A wide range of flyers attend this event from the best of the best in western Canada to the newest novice. On site dry camping, mid day lunch concession and a barbeque dinner Saturday night. There is 110 power on site for charging. For more information please visit our web site [www.ercha.ca](http://www.ercha.ca) or email Mark at [mkrichens@telus.net](mailto:mkrichens@telus.net) | 2012-356

June 23 | ERCS Scale Fun Fly | Fun Fly | 9:00:am | 2 Days | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Rick Zaplachinski | 780-457-9000 | rzap@telusplanet.net | Scale fun fly for scale models only. Camping on site with Saturday evening barbeque and campfire. Landing fee to be determined. MAAC or AMA membership required. | 2012-252

June 23 | Stampede City Classic Scale Fun Fly | Fun Fly | 8:00:am | 2 Days | Main Club

# Calendar of Events



Field | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Dale Robinson | 403 475-9540 | dale@ignition1.com | Stampede City Classic Scale Fun Fly and Swap Meet Open to Aircraft 60 glow (or electric equivalent) and larger. Jets, Helicopters also welcome. Sorry no foamies please. Pilots Choice awards for best Warbird, Jet and Civilian Aircraft. Pilot Prize draws for all registered pilots. Entry fee \$0.00 On-site unserved camping available, lunch BBQ each day. For more information see www.scrmc.ca or contact Dale Robinson at 403-475-9540 or dale@ignition1.com | 2012-282

June 23 | Capital City Flyers Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | CAPITAL CITY FLYERS | Sean McGee | 780-938-6790 | dsmcgee@telus.net | Capital City Flyers Fun Fly Saturday June 23, 2012 10:00am to 3:00pm No entry fee Rainout: Sunday June 24, 2012 | 2012-340

July 1 | Canada Day Fun Fly and Display | Air Show/Demo | 9:00:am | 1 Day | Main Club Field | FT SASKATCHEWAN RC FLYING CLUB | Scott Crosby | 780-416-6163 | Tamsophscott@yahoo.ca | Canada Day Fun Fly and Display -open to all flyers with MAAC -WW1 R/C aircraft display and flying -aerobatic flying display | 2012-300

July 1 | July 1st Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | DIDSBURY R/C FUN FLYERS | Roger Hall | 403-507-2404 | hallrd@telusplanet.net | July 1st Fun Fly sponsored by the Didsbury Radio Control Fun Flyers. Starts at 10:00am at the club field. All flyers welcome. Camping and concession available. Contact Roger Hall at 403-507-2404 or the club website DRCFF.net | 2012-151

July 7 | MH'rcers Fun Fly | Fun Fly | 10:00:am | 2 Days | Main Club Field | MEDICINE HAT RC'ERS INC. | Al Kramer | 403-526 6431 | al@sts-mh.com | Medicine Hat RC'ers Fun Fly July 7-8, 2012 beginning at 10:00 am at the Len Young Field. For directions see our website at <http://nonprofit.memlane.com/rcers/Location.html>. Camping is available at no charge and there are no landing fees. Food and beverages will be available. Contact Al Kramer at 403-526-6431 or cell 403-580-7677. Join us for some great flying and fellowship. | 2012-285

July 8 | ERCS skills fun-fly bomb drop | Fun Fly | 10:00:am | 1 Day | ERCS new field | EDMONTON RADIO CONTROL SOCIETY | Todd Tate | 780-993-0584 | toddtate@telus.net | "ERCS Edmonton is hosting a skills fun fly bomb drop. Starting at 10:00 am we will have a fun fly that will involve RC aircraft dropping bombs into two six meter circles located in the flying field. Date July 8th 2012 cost: \$0.00 location Field GPS coordinates. WGS 84 units 53°37.720' -113°17.221' Road Township Road 540, Range road 231.6 Alberta Canada All Pilots must have valid MAAC membership card. We will check before flight. Event title "Skills fun fly bomb drop." These are the rules; 1. | Safety

is first 2. | CD will judge event. 3. | Pilots will demonstrate the skills needed to drop a bomb into two 6 meter circles located in the flying field. 4. | The bomb must be released remotely from a flying RC airplane or helicopter. The pilots must be located at pilot stations as outlined in ERCS rules. 5. | Flight lines are as outlined in ERCS rules. 6. | All pilots must pin up on the frequency board. 7. | Each 6 meter circle must have one or more bombs located inside the circumference. 8. | Bounce outs do not count. Must remain inside circle. 9. | All bombers take off at the same time. 10. | The shortest time for the pilot to complete bomb run wins. 11. | The total number of bomb runs will be determined by CD. Time and weather permitting. 12. | Any type of RC airplane or helicopter is allowed. 13. | Bombs can be anything that can be dropped from the remote aircraft in flight. 14. | Bombers cannot land in the bomb circles. Bomb run (elements included) 1. | Take off. 2. | Outward leg 3. | Fly to end of field marker. 4. | Fly past. 5. | Fly to opposite field marker. Completing a circuit. 6. | Start bomb run. 7. | Free flight if miss on target. 8. | Land as needed. 9. | Reload as needed. 10. | Restart bomb run after each reload. Practice event date May 20th 2012 10:00am | 2012-287

July 14 | combat fun fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | WINDY WEST R.C. CLUB | Claude Latulippe | 403-345-3224 | cc.latulippe@yahoo.com | Join us for a fun day of combat at our main fields south of Coaldale. See the Windy West web site for directions and a map. Food and drink will be available | 2012-77

July 27 | Summer Float Fly | Fun Fly | 8:00:am | 3 Days | Clear Lake | MOSTLY OLD FLOAT FLYERS ASSOCIATION | Doug Shaver | 1-780-622-1012 | | Come to the best float fly in Alberta. Lots of camping space available, nice beach and good company. As always there is lots of expert help available for those people attending their first water adventure. | 2012-248

August 10 | Tofield Miniature Aircraft Association Funfly | Fun Fly | 9:00:am | 3 Days | Main Club Field | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | Bruce Bender | (780)473-3719 | bwbender@shaw.ca | TOFIELD MINIATURE AIRCRAFT FUNFLY: Aug.10,11,&12th. 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 feeCamping and charging facilities are available on site. For more information; Len Kreiser @ (780)467-6943 or f082@fountainfire.com. Bruce Bender @ (780)473-3719 or bwbender@shaw.ca. | 2012-45

August 10 | 10 th Annual Fun Fly | Fun Fly | 10:00:am | 3 Days | Main Club Field | VALLEY MODEL AERONAUTICS CLUB | Brian Tucker | 780-898-1870 | | Valley Model Aeronautics Club 10th Annual Fun Fly - Au-

gust 10, 11 & 12, 2012 - 10:00 am til dusk. Free admission - camping available (no hook-ups). 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 | 2012-219

August 11 | SUMMER FLY IN | Fun Fly | 10:00:am | 2 Days | Main Club Field | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Dave Ellis | 780 721 3339 | daveellis@live.ca | Meridian Model Flyers Summer Fly In - 11/12 Aug 2011 Location - Club Field on Old Golf Course Road Stony Plain Raising money for Stars Air Ambulance Saturday electric fix wing only, Sunday open flying Refreshments on site, Start time 10.00 \$5 Registration fee, Proof of MMAC required | 2012-32

August 18 | Edmontonradio Control Society Annual Air Show | Air Show/Demo | 9:00:pm | 1 Day | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Rick Zaplachinski | 1-780-991-1000 | rzap@telusplanet.net | Edmonton Radio Control Society Annual Air Show August,18th,2012 You all are invited to attend the ERCS Annual Air Show. Fun Fly starts at 9:00 AM. But at 1:00 PM the Demo Show starts for the Public. The duration of the Show will be about 2.5 hours after which the Fun Fly will continue. All Fliers must have MAAC Insurance. Limited onsite RV Camping will be available for fliers for the weekend. The Airshow will consist of different aspects of RC flying for the Public Audience to enjoy. Sunday will be open to all MAAC members to Fly. For further information: Contact Rick Zaplachinski at 780-991-1000 or rzap@telusplanet.net | 2012-331

August 18 | Western Canadian Pattern Championship | Competition | 9:00:am | 2 Days | Main Club Field | CENTRAL ALBERTA RADIO FUN FLYERS | Will Gross | (403)588-6275 | ti2wgo@hotmail.com | Please come and join us for the Western Canadian Pattern Championship held in Red Deer AB. We will be flying all classes as per the Canadian rule book. If you have never flown in a pattern competition before, give it a try. It is a good bunch and you won't regret it! The CARFF club will provide lunch on Saturday and Sunday. (i.e Hamburgers, hotdogs, snacks, pop, water.) Camping is available. No hook-ups though there is an outhouse available for use. If you have any questions please don't hesitate to contact me. Will Gross | 2012-220

August 18 | Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | WINDY WEST R.C. CLUB | Bill Griffith | | wgriff@shaw.ca | Fun Fly A set of events that will help you improve your control of your model. Food and drink will be available. Come out and have some fun. | 2012-79

September 8 | Alberta IMAC Provincials | Competition | 8:30:am | 2 Days | Main Club Field | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Brent Bullen |

# Calendar of Events



- 4035409865 | bullenb@shaw.ca | Alberta IMAC Provincial Finals Hosted by the Stampede City Radio Control Model Club September 8, 9th 2012 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 Pilot | 2012-283
- September 8 | Fall Float Fly | Fun Fly | 10:00:am | 1 Day | Park Lake | WINDY WEST R.C. CLUB | Eric Thomsen | heaveni@shaw.ca | Fall Float Fly, last one of the season. Food and Drink will be available. | 2012-80
- September 8 | Fall Water Fun Fly | Fun Fly | 9:00:am | 2 Days | Rocky Barnstormers RC Club Float Fly (Perry Pond) | ROCKY BARNSTORMERS R/C CLUB | s/a above | same as above | | Sept. 8 - 2 day Fall Water Fun Fly - Rocky Barnstormers RC Club, Sept 8 and 9 at Perry Pond. Travelling 8.2 km north on Hwy 22 from Hwy 11 then turn left onto TWP-RD 40-5, travel west 1.6 km and turn rt. onto RR 7-4 going 0.8 km and turn left following the entrance road to the trailer park area on the SW corner of the pond. Self contained camping \$25.00 for the weekend. Non-camping fliers \$5.00 for the weekend. Concession on site with burgers, hot dogs, pop, and coffee. Evening campfires-bring guitars and lawn chairs. Contact Derrick-403-845-9285, Peter-403-845-6271, Ray-403-845-5289 | 2012-36
- September 9 | ERCS Electric Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | David Corscadden | 780-478-0650 | dnac@shaw.ca | Come on out to a day of flying anything electric. We will be having a concession and some prizes. We get everything ranging from gliders to high power electric jets! Starts at 10AM and goes to 4PM | 2012-347
- September 14 | T & T Fun Fly | Fun Fly | 6:00:pm | 3 Days | Main Club Field | EDMONTON R/C HELICOPTER ASSOCIATION | Mark Richens | mkrichens@telus.net | September 14 15 16 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. 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 | 2012-357
- September 15 | Barry Skilling Memorial Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | WINDY WEST R.C. CLUB | Heinz Fischer | podnboomer@telus.net | Barry Skilling Join us to remember a well respect member that passed away on September 17 2011 | 2012-81
- September 16 | ERCS Fall Combat | Fun Fly | 11:00:am | 1 Day | Main Club Field | EDMONTON RADIO CONTROL SOCIETY | Darrell Shivak | 7804557000 | darrellshivak@gmail.com | Come and have fun flying combat or help by keeping time and judging. MAAC required for pilots. Hardhats must be worn(supplied) if you are beyond the spectator fence. MAX engine size .46ci or 450 Watts electric | 2012-60
- September 21 | Fall float Fly | Fun Fly | 8:00:am | 3 Days | Clear Lake | MOSTLY OLD FLOAT FLYERS ASSOCIATION | Doug Shaver | 1-780-622-1012 | | The last float fly of the summer and a great potluck harvest supper. Non MÖFFA members please contact Brenda @1-780-849-2047 if you are planning on attending the supper. Self contained camping @\$15/night. | 2012-249
- September 29 | Fall Fun Fly and Potluck Supper | Fun Fly | 9:00:am | 2 Days | Main Club Field | ROCKY BARNSTORMERS R/C CLUB | s/a above | s/a above | | Sept 29 - 2 days Rocky Barnstormers Fall Fun Fly and Potluck Supper Sept 29 and 30 at the Club Flying Field located south of Rocky Mountain House on hwy 11 and then west 0.5 km on TWP-RD 392. Club house and field located on your rt. Potluck supper is Sat, Sept 29 at the Club House. Self contained camping is available at no charge. | 2012-37
- October 6 | Frozen Finger Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | WINDY WEST R.C. CLUB | Jeff Hollan | 403-942-4281 | grassroots.hollan@gmail.com | Frozen Finger Fun Fly Come join us with cold hands as we blow out the auto sprinkler system. Dress warmly. Food and drinks will be available. | 2012-82
- October 20 | Annual Auction | Auction | 10:00:am | 1 Day | Old College Alumni Cen | DIDSBURY R/C FUN FLYERS | Roger Hall | 403-507-2404 | hallard@telusplanet.net | Annual model airplane auction sponsored by the Didsbury Radio Control Fun Flyers will be held at the Olds College Alumni Centre on October 20, 2012. Watch for signs posted along the route. Doors open for registration at 10:00am with auction starting at 12:00 noon. Prizes and concession. More information at the club website DRCFF.net or call Roger at 403-507-2404 | 2012-152
- November 4 | Indoor Funfly | Fun Fly | 1:00:pm | 1 Day | Penhold Multiplex | CENTRAL ALBERTA RADIO FUN FLYERS | Eraldo Pomare | As Above | pomare@telusplanet.net | Come out and enjoy a Sunday afternoon of indoor fun flying | 2012-308
- November 18 | Indoor Fun Fly | Fun Fly | 1:00:pm | 2 Days | Penhold Multiplex | CENTRAL ALBERTA RADIO FUN FLYERS | Eraldo Pomare | As Above | pomare@telusplanet.net | Come out and enjoy a Sunday afternoon of indoor fun flying. | 2012-309
- December 9 | Indoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Penhold Multiplex | CENTRAL ALBERTA RADIO FUN FLYERS | Eraldo Pomare | As Above | pomare@telusplanet.net | Come out and enjoy a Sunday afternoon of indoor fun flying. | 2012-310
- January 1 | 27th Annual Polar Fun Fly | Fun Fly | 12:00:pm | 1 Day | Main Club Field | ROCKY BARNSTORMERS R/C CLUB | Peter Dyck | 403-845-6271 | pdwyck@telus.net | Jan 1, 2013 - 1 day Rocky Barnstormers 27th Annual Polar Fun Fly at the Club Flying Field located south of Rocky Mountain House on Hwy 11 and then west 0.5 km on TWP-RD 392. Club house and field on the rt. Noon to 4 pm. Coffee served. Weather matters not. Contact Peter - 403845-6271, Ray - 403-845-5289, George - 403-845-2293 | 2013-04
- January 13 | INdoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Penhold Multiplex | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | As Above | rgmccoy@shaw.ca | Come out and enjoy as Sunday afternoon of fun flying. | 2013-04
- January 27 | Indoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Penhold Multiplex | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | 403-347-1363 | rgmccoy@shaw.ca | Come out and enjoy a Sunday afternoon of Indoor Fun Flying | 2013-05
- February 24 | Indoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Main Club Field | CENTRAL ALBERTA RADIO FUN FLYERS | Rob McCoy | as above | rgmccoy@shaw.ca | Come out and enjoy a Sunday afternoon of fun flying | 2013-06
- February 24 | Indoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Penhold Multi Plex | CENTRAL ALBERTA RADIO FUN FLYERS | Wayne Hutmacher | as above | whutmacher@shaw.ca | Come out and enjoy a Sunday afternoon of indoor Fun Flying | 2013-07
- March 11 | Indoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Penhold Multi Plex | CENTRAL ALBERTA RADIO FUN FLYERS | Wayne Hutmacher | As Above | whutmacher@shaw.ca | Come out and enjoy a Sunday afternoon of indoor fun flying | 2013-08
- March 24 | Indoor Fun Fly | Fun Fly | 1:00:pm | 1 Day | Penhold Multi Plex | CENTRAL ALBERTA RADIO FUN FLYERS | Wayne Hutmacher | 403-342-2801 | whutmacher@shaw.ca | Come out and enjoy a Sunday afternoon of indoor fun flying. | 2013-09

## ATLANTIC - B

May 26 | East Coast Heli Contest and Funfly | Fun Fly | 8:00:am | 2 Days | Main Club Field | AVON RC FLYER'S | Colin Bell | colin\_bell3@hotmail.com | Come join us at the AVON r/c flying site for two days of helicopter flying. The contest will be held Saturday morning. Open flying will begin around noon and continue through to Sunday. BBQ food, lots of prize give-aways, great people, open night flying. Competition is not required - you're more than welcome to just enjoy the fun fly. Visit our facebook page for more info. <http://www.facebook.com/#/>

# Calendar of Events



groups/265845093457530/ <http://www.avonflyers.ns.ca/index.htm> | 2012-200

- June 2 | FMAC Annual Mactaquac Float Fly | Fun Fly | 9:00:am | 1 Day | Campers Beach, Mactaquac Provincial Park | FREDERICTON MODEL AIRCRAFT CLUB | John Gillanders | 506 457-4492 | [jgillan628@bellaliant.net](mailto:jgillan628@bellaliant.net) | The Fredericton Model Aircraft Club will be holding its Annual Mactaquac Float Fly at Campers Beach on Saturday 2 June 2012 from 9:00 am to 4:00 pm. There is a \$5.00 registration fee (includes a burger & drink). A MAAC or AMA Membership is required. Contact John Gillanders at: 506 457-4492, e-mail [jgillan628@bellaliant.net](mailto:jgillan628@bellaliant.net) or for directions check our FMAC web site at: [www.frederictonmodelaircraftclub.com](http://www.frederictonmodelaircraftclub.com) | 2012-57
- June 16 | Margaree Father's Day Fun Fly | Fun Fly | 9:00:am | 3 Days | Margaree Airport | CAPE BRETON RC MODELLERS | Paul Isnor | [paul.isnor@ns.sympatico.ca](mailto:paul.isnor@ns.sympatico.ca) | The yearly Margaree Fun Fly will be held again this year. The dates are June 15,16,17. The main day is Sat June 16. There will be a free barbecue. MAAC cards must be presented at registration. There will be a \$10.00 registration fee. HOPE to see everyone from last year and some new flyers. The flying will start at 9:00am on Saturday. You can contact me at e-mail [paul.isnor@ns.sympatico.ca](mailto:paul.isnor@ns.sympatico.ca) | 2012-293
- June 23 | Scale Aerobatics Contest | Competition | 8:00:am | 1 Day | Main Club Field | AVON RC FLYER'S | Alan Coolen | 902-852-2645 | [coolen@eastlink.ca](mailto:coolen@eastlink.ca) | Scale Aerobatics Contest The Avon RC flyers are hosting a one day Scale Aerobatics Contest on June 23/2012. We are located on highway 14 on the Windsor Forks Rd, just before Ski Martock but on the opposite side at the Daniels U-pick apple orchard. All classes from basic to unlimited will be flown. Registration starts a 8 am. Registration fees will be 5\$ to help cover costs. For more info contact Alan Coolen email [coolen@eastlink.ca](mailto:coolen@eastlink.ca) or Sandy McInnis email [s.mcinis@ns.sympatico.ca](mailto:s.mcinis@ns.sympatico.ca) | 2012-203
- June 23 | Bell Island Fun Fly | Fun Fly | 9:00:am | 1 Day | Bell Island Air Strip | ST JOHN'S R/C FLYERS | Dave Mercer | 709-722-2419 | [dmercer00@nl.rogers.com](mailto:dmercer00@nl.rogers.com) | June 23, Fun Fly, 1 day. St. John's RC Flyers will hold a fun fly at the Bell Island air strip,, all are welcome, 9am \$5.00 fee Rain date June 24th, contact Dave Mercer, 709-722-2419. | 2012-325
- June 23 | Dr. Ed's Float Fly | Fun Fly | 10:00:am | 1 Day | Codys, NB | SAINT JOHN MODEL FLYING CLUB | Cato Hansen | 506-832-5710 | [chansen@nbnet.nb.ca](mailto:chansen@nbnet.nb.ca) | The Saint John Model Flying Club would like to invite you to our annual Float-Fly at Don Bertelsen's Summer cottage this June 11, there is no rain date for this event. No fee to fly, current MAAC or AMA membership is required, just come and enjoy the great place, and relax and have fun, bring your lawn-chair and sunscreen. A Barbeque will be

set up as usually. If you come from Moncton, take exit no.365 onto route no. 10 down to route 710 on your right. If you come from Sussex or Saint John, follow route No. 10 up to exit for route No. 710, then follow it for about 5-6 km, until you see the sign and red marker on your right side of the road. If you come from Belleisle, go to Cambridge Narrows, turn right at the gas station/NBLiquor, or if you come from Fredericton, take exit no 339, on to route 695 to the gas station in Cambridge Narrows, then take route no. 710, Follow it for 8-10 km, and the red marker and sign should be on your left side, go down small driveway following it to the left, and you are there. The summer home that the fun-fly is located at, is the property of Don Bertelsen, and sanctioned by MAAC. | 2012-360

- June 30 | Warbird over the Atlantic | Fun Fly | 8:00:am | 2 Days | Main Club Field | MINIATURE AIRCRAFT SOCIETY OF TRURO | Bill Babineau | 902 895 3771 | [wjbabineau@eastlink.ca](mailto:wjbabineau@eastlink.ca) | Warbird over the Atlantic welcomes all types of military aircraft from World War 1 to the present day. Saturday is the main day of the two day event unless the weather is not good Saturday Sunday will be the main day, come on down and enjoy the fun. More details to follow and also in the monthly news letter. | 2012-207
- June 30 | Millers Pond Float Fly | Fun Fly | 9:00:am | 1 Day | Millers Pond | ST JOHN'S R/C FLYERS | Dave Mercer | 709-722-2419 | [dmercer00@nl.rogers.com](mailto:dmercer00@nl.rogers.com) | June 30th, Float Fly, 1 day. St. John's RC Flyers will hold a fun fly at our Miller's Pond site, all are welcome, 9am. Rain date July 1st, contact Dave Mercer, 709-722-2419. | 2012-327
- July 7 | 5th Annual Atlantic Scale Aerobatics Challenge | Competition | 8:00:am | 2 Days | Main Club Field | MINIATURE AIRCRAFT SOCIETY OF TRURO | Mark Ramsay | 506 750 1234 | [marcramsay@hotmail.com](mailto:marcramsay@hotmail.com) | July 7th and 8th. 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 2011-2012 scale aerobatics competition regulations will be followed at CD's discretion. Proof of MAAC or AMA membership is required no exceptions. | 2012-195
- July 14 | Annual Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | SOUTH SHORE RADIO CONTROL FLYING CLUB | Andreas Ritter | (902) 275-2286 | [aritter@eastlink.ca](mailto:aritter@eastlink.ca)

ca | South Shore RC Flying Club Annual Fun Fly. Event will be held rain or shine. BBQ Lunch. Come out and have a great day of flying. Field directions are on our website. | 2012-277

- July 28 | Avon RC Flyer's Funfly | Fun Fly | 9:00:am | 1 Day | Main Club Field | AVON RC FLYER'S | Bruce Hall | 902-225-3981 | [bhall@win.eastlink.ca](mailto:bhall@win.eastlink.ca) | Avon RC Funfly at the Main Field, 28 July 2012. Rain Date 29 July 2012. No Fee. There will be a barbecue. Donations for the barbecue accepted. We are located at 4499 Highway 14 on the Windsor Forks Rd, behind Daniels U-pick apple orchard. | 2012-243
- August 11 | 50th Birthday Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | CHARLOTTETOWN RC FLYING CLUB, INC. | Gary Stephen | 902-569-4499 | [gary@greathobbies.com](mailto:gary@greathobbies.com) | Come help us Celebrate the 50th Anniversary of the Charlottetown Radio Control Flying Club. We are having a Birthday Party with Fun Fly and Barbeque Saturday August 11th with rain date Sunday August 12th at our club field. Flying starts at 9:00pm and runs till dusk. Landing registration fee of \$10 covers barbeque. Great Hobbies demo team flying though out the day. Fun Fly type contest with plenty of prizes. Mark your calenders. | 2012-233
- August 18 | Helis East | Fun Fly | 9:00:am | 1 Day | Main Club Field | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Jeremy Dann | 902-678-9657 | [dann@xcountry.tv](mailto:dann@xcountry.tv) | Helis East is a Wings of Wellington RC Helicopter Event August 18 (rain date August 19) 20 dollar fee for registration covers Food and Prizes! The Helis East Wings of Wellington fun-fly is our second annual specialized event for Helicopter flyers in the Maritimes. Two runways will provide space for perfecting hovering and slow and low manoeuvring while providing separate airspace for fast moving machines. Fingers are crossed for great weather - no T-cell this year! :). We hope to have lots of great prizes on hand. | 2012-101
- August 18 | Signal Hobbies Fun Fly | Fun Fly | 9:00:am | 1 Day | Bell Island Air Strip | ST JOHN'S R/C FLYERS | Dave Mercer | 709-722-2419 | | August 18, Fun Fly, 1 day. Signal Hobbies will be hosting a fun fly at the Bell Island air strip, all are welcome, start time 9am \$5.00 fee Rain date August 19th, contact Dave Mercer, 709-722-2419. | 2012-326
- August 24 | EASTERN CANADA FUNFLY | Fun Fly | 9:00:am | 3 Days | Main Club Field | LES AILES DU MADAWASKA | Luc Belanger | 506-735-6884 | | Le club Les Ailes du Madawaska tiendront leur magnifique "FUN-FLY de l'EST du Canada", les 24-25-26 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 24, Fun-Fly ouvert au publique les 25-26, cantine, hangar pour la nuit (avec

# Calendar of Events



électriciter), 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](http://www.petit-temis.com) et les magnifiques Jardins Botaniques du Nouveau Brunswick [www.jardinbotaniquenb.com](http://www.jardinbotaniquenb.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](mailto:paulbelzile@rogers.com) ou Luc Belanger 506-735-6884 [lucbelanger59@hotmail.ca](mailto:lucbelanger59@hotmail.ca) [www.lesaillesdumadawaska.com](http://www.lesaillesdumadawaska.com) . August 24-25-26 "Les Ailes du Madawaska" will be hosting the "Eastern Canada Fun Fly" on august 24-25-26 at the Edmundston municipal airport, the perfect meeting place for pilots, Airplanes, Jets, Helicopters are all welcome. Free flying on Friday 24, Fun-Fly open to the public August 25-26, 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](http://www.petit-temis.com) and New Brunswick Botanical Gardens [www.jardinbotaniquenb.com](http://www.jardinbotaniquenb.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](mailto:paulbelzile@rogers.com) or Luc Belanger 506-735-6884 [lucbelanger59@hotmail.ca](mailto:lucbelanger59@hotmail.ca) or [www.lesaillesdumadawaska.com](http://www.lesaillesdumadawaska.com) . | 2012-321

August 25 | Quidi Vidi Float Fly | Fun Fly | 10:00:am | 1 Day | Quidi Vidi Lake | ST JOHN'S R/C FLYERS | Dave Mercer | 7097222419 | [dmercer00@nl.rogers.com](mailto:dmercer00@nl.rogers.com) | August 25 | Fun Fly | QuidiVidi float fly | 1 Day | Quidi ViDi LAKE | St.John's rc flyers | Dave Mercer | 7097222419 | | St.John's rc flyers will be holding a float fly at Quidi Vidi lake in St. John's on Sat. Aug 25 Rain Date Sun. Aug. 26.Starting AT 10:00. | | 2012-330

September 1 | Scale Aerobatics Contest | Competition | 8:00:am | 1 Day | Main Club Field | AVON RC FLYER'S | Alan Coolen | 902-852-2645 | [coolen@eastlink.ca](mailto:coolen@eastlink.ca) | Scale Aerobatics Contest The Avon RC flyers are hosting a one day Scale Aerobatics Contest on Sept/1/2012. We are located on highway 14 on the Windsor Forks Rd, just before Ski Martock but on the opposite side at the Daniels U-pick apple orchard. All classes from basic to unlimited will be flown. Registration starts a 8 am. Registration fees will be \$5 to help cover costs. For more info contact Alan Coolen email [coolen@eastlink.ca](mailto:coolen@eastlink.ca) or Sandy McInnis email [s.mcinis@ns.sympatico.ca](mailto:s.mcinis@ns.sympatico.ca) | 2012-204

October 6 | Oktoberfest fun fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Daniel Spencer | 602-678-5686 | [flyerp39@gmail.com](mailto:flyerp39@gmail.com) | Once again The Wings of Wellington RC Club is Proud to announce that we will be holding our annual Oktoberfest fall fun fly. Come out for a Day of Fun,great Food,Flying and fellowship. This is considered to be one of the last Fun Fly's of the sea-

son. So come on out and enjoy a great time. event Date is October 6th at 10.00am and the rain date is October 7th. MAAC membership 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://wingsofwellington.org/news.htm> we Hope to see you there. Mark your Calendars! More Details to follow! | 2012-98

## BRITISH COLUMBIA - C

May 5 | Spring Family Fun Fly | Fun Fly | 9:00:am | 2 Days | Main Club Field | KELOWNA OGOPOGO RADIO CONTROL- LERS | Rick Dawdy | 250-765-2341 | [rsdawdy@telus.net](mailto:rsdawdy@telus.net) | Kelowna Ogoopogo Radio Controllers,(KORC) is holding it's first MAAC sanctioned event at our new Lodge Rd. airfield, located between Vernon and Kelowna, in Lake Country,(Winfield). Entry Fee: \$5.00 will go to the Lake Country Food Bank. Come and have fun,and enjoy our onsite concession. Check our website,([www.korc.ca](http://www.korc.ca)) for camping details. and more info. Lots of parking. All fliers must have current MAAC, or AMA. | 2012-100

May 13 | ALES (Altitude Limited Electric Soaring) | Competition | 9:30:am | 1 Day | Keogan Field OK Falls | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | [gprail@shaw.ca](mailto:gprail@shaw.ca) | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES rules apply. Event starts at 9:30 AM with a pilots briefing. | 2012-275

May 26 | KMAS May Fun Fly | Fun Fly | 9:00:am | 2 Days | Main Club Field | KAMLOOPS MODEL AIRPLANE SOCIETY | Rob Dover | 250 554 6912 | [robd@ocis.net](mailto:robd@ocis.net) | Come join us for 2 days of fun flying off our 600 ft asphalt runway then put your floats on for the Grindrod Spring Float Fly at Shuswap Lake only 1.5 hrs East. Pilot Prizes, Concession Saturday and Sunday and Pancake Breakfast Sunday morning. Limited dry camping is available Friday and Saturday night. Full club and facility information at <http://kmasrc.ca> | 2012-153

May 27 | Spring Float Fly | Fun Fly | 8:00:am | 8 Days | Shuswap Lake | GRINDROD AIR FORCE | Trevor Norsworthy | 250-832-5250 | [norsworthy@sunlite.ca](mailto:norsworthy@sunlite.ca) | Spring Float Fly Enjoy 8 days of Float Flying on one of BC's best lakes. This is the 35th year for this, the longest float event in BC. Come and enjoy the beautiful Shuswap, visit with other flyers and spend the evenings around the campfires. The retrieval boat will be available from May 28th to June 3rd. Camping discounts will be available for the duration of the event, contact the campground directly for reservations at 250-832-3793. Lots of camping with full hook-ups, or there are cabins available. PLEASE NOTE: this year there will be a 10.00 dollar landing fee. No charge for our

junior pilots. Contact Trevor Email: [norsworthy@sunlite.ca](mailto:norsworthy@sunlite.ca) or Jack Lake [elake@telus.net](mailto:elake@telus.net) for further information. REMEMBER THE CAMPGROUND DOES NOT ACCEPT DOGS | 2012-149

May 30 | Jet Spring Warmup | Fun Fly | 8:00:am | 5 Days | Main Club Field | PRINCETON R/C JET FLYERS | Bart Ramsay | (778) 999-2694 | [rccbart@shaw.ca](mailto:rccbart@shaw.ca) | Come to Princeton and watch Turbines fly off the beautiful Princeton Airport runway. Come and discuss jets with us. MAAC members with cards can access the planes and pilots. Test flights etc. OK during the week. On the weekend the public is invited to view, MAAC event rules apply. Friday night will be a BBQ ribs offering to registered pilots, bring your own FIXINGS, contact for details. | 2012-348

June 2 | FSJ RC Club Fun Fly | Fun Fly | 9:00:am | 2 Days | Main Club Field | FORT ST JOHN RADIO CONTROL CLUB | Julia Fellers | 250-785-7723 | [justplane Crazy@telus.net](mailto:justplane Crazy@telus.net) | Fort St. John RC Club Fun Fly. Open to all Maac members. June 2nd and 3rd, 2012. for more information call 250-785-7723 | 2012-324

June 8 | Summer Huckfest | Fun Fly | 8:30:am | 3 Days | Main Club Field | REVELSTOKE REMOTE CONTROL CLUB | Jason Burke | 250-814-0122 | [jb.burke@telus.net](mailto:jb.burke@telus.net) | Revelstoke R/C Club's 2nd Annual Summer Huckfest We invite all pilots to join us June 8-10, 2012 at our airfield for this open event. This year we are celebrating the club's tenure! Micro's to giants, all skill levels and types of flying with 3D encouraged. Full service campground minutes away. BBQ lunch Sat and Sun and Saturday night's Steak à la n' Tater feast. Early birds and responsible pet owners welcome. Gates will open Thursday June 7, 2012. \*\*No Landing Fees\*\* Contact Jason Burke for further information at; [jb.burke@telus.net](mailto:jb.burke@telus.net) or (250) 814-0122 | 2012-107

June 10 | ALES (Altitude Limited Electric Soaring) | Competition | 9:30:am | 1 Day | Keogan Field OK Falls | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | [gprail@shaw.ca](mailto:gprail@shaw.ca) | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES rules apply. Event starts at 9:30 AM with a pilots briefing. | 2012-335

June 12 | Fathers Day Fun Fly | Fun Fly | 11:00:am | 7 Days | Main Club Field | BULKLEY VALLEY R/C FLYERS | Ted Dean | 250-847-9102 | [tdean@bulkley.net](mailto:tdean@bulkley.net) | Annual Fathers Day fun fly from June 12-18. Dry camping,paved runway, good friends and Saturday. dinner and Sunday breakfast supplied. Contact Ted Dean: 250-847-9102 [tdean@bulkley.net](mailto:tdean@bulkley.net) | 2012-171

June 16 | Les Gibson Memorial/Fathersday Funfly | Fun Fly | 8:00:am | 2 Days | Main Club Field | SUMMERLAND FLYERS | Joe



# Calendar of Events



D'Albertanson | 250 768 3384 | joedalb@shaw.ca | Summerland Flyers-Les Gibson/Father's Day Funfly June 16th and 17th 2012 at the Summerland flyers field in Summerland. Flying starts 8am Saturday and continues to Sunday afternoon as long as weather permits. Bring a plane to bash around in fun events like limbo, bomb drop and spot landings MAAC RULES APPLY There will be a compound for 72 band radios. Dry camping available for participants. For more info contact Joe D'Albertanson 250 768 3384 email joedalb@shaw.ca or Tom Beveridge 250 494 0815 email beveridget@shaw.ca | 2012-106

June 23 | 108 Mile Fun Fly | Fun Fly | 9:00:am | 2 Days | 108 Mile airport | 100 MILE R/C CLUB | Jeff Reichelt | 778 482-2223 | jeff.reichelt@yahoo.ca | 100 Mile Model Flyers Invites you to attend the 4th Annual Radio Controlled Model Airplane Fun Fly at 108 Mile Airport June 23 & 24th 2012 Donation at Gate to the 100 Mile Food Bank No landing fees Notam during event Pilot draws & prizes There will be a concession RV camping in the infield, no hook-ups. For those wanting to come early we have camping available at our flying field until we are able to set up at the Airport. | 2012-265

July 8 | ALES (Altitude Limited Electric Soaring) | Competition | 9:30:am | 1 Day | Keogan Field OK Falls | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | gprail@shaw.ca | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES rules apply. Event starts at 9:30 AM with a pilots briefing. | 2012-336

July 14 | HCF Summer Fun Fly | Fun Fly | 8:00:am | 2 Days | Main Club Field | HIGH COUNTRY FLYERS | Dean Obayashi | 250-378-9436 | heliboy@telus.net | 2012 High Country Flyers Summer Fun Fly. Two days of fun flying in the beautiful Interior. Come early stay late. On site dry camping, Saturday night pot luck, Raffle prizes. Well groomed, grass runway, open skies and great camaraderie. | 2012-47

July 20 | British Columbia Scale Classic | Competition | 9:00:am | 3 Days | Main Club Field | VERNON R/C AEROMODELLERS | Michael Allman | 250-558-0758 | mike.rc.allman@gmail.com | July 20 - The Vernon RC Aeromodelers Society will host the 8th. Annual BC Scale Classic at the Swan Lake field in Vernon, BC; July 20 - 22nd., 2012. Scale Masters Qualifier. \$35.00 entry fee per model, \$30.00 for NWSAM or USSMA members. Fees include a Friday night BBQ 'Hanger Party' and the Saturday evening Bar-on-of-beef 'Pot Luck' dinner for contestants, additional charge for guests. Self contained/dry camping by donation (going to a club charity) at the VRCAS field located 10Kms north of Vernon, BC on L&A Cross Rd. off Hwy's 97 or 97A just north of Swan Lake.

Pre-registration requested to aid with food planning and RV parking! US Scale Masters rules - Five Scale Categories (ARF's allowed in the first 3): Fun (Novice and Experienced) Open and Advanced, Expert and Team. Five mandatory requirements: Take-off, Straight Flight Past, Figure Eight, Landing & Realism of Flight, plus 5 optional (Prototype) maneuvers that you choose. Pilots Choice Award, Raffle & 50/50 draws. Contacts: Roly Worsfold 250-374-4405 (rolydd@telus.net) or Mike Allman 250-558-0758 (mike.rc.allman@gmail.com). Websites: www.highcountryflyers.homestead or www.vrcas.org. | 2012-130

August 3 | To Sink It | Fun Fly | 8:00:am | 4 Days | Burns Lake | BULKLEY VALLEY R/C FLYERS | Dave Hopper | 2506923035 | davern@telus.net | TO Sink It Aug 3-6 Pot luck Saturday dinner and breakfast Sunday. Come earlier if you want. Contact Dave Hopper: 250-692-3035 davern@telus.net | 2012-178

August 4 | High Country Huckfest'''' | Fun Fly | 8:00:am | 3 Days | Main Club Field | HIGH COUNTRY FLYERS | Norm Bryson | 250-573-4989 | nhbryson@telus.net | First ever High Country 'Huckfest'. Open 3D fly festival, fly what you bring, fun filled August long weekend. All types of flying welcome, no restrictions on type or style of aircraft. Night Flying under the lights, Foamy Combat, Saturday night BBQ, and more. Don't miss this amazing weekend of all out fun. On site dry camping, prizes, and surprises. | 2012-48

August 4 | SummerSmash2012 | Fun Fly | 9:00:am | 2 Days | Main Club Field | KELOWNA OGOPOGO RADIO CONTROLLERS | Todd Bergstrom | 250-491-3613 | tberg001@yahoo.ca | SummerSmash2012!! Come join us for two days of RC Helicopter Fun and Crazyness!! August 4th & 5th, 2012! At the New KORC field!! Follow us on www.korc.ca for the latest details and directions!! Contact Todd: canuckhelifreak@gmail.com as well for more info! Hope to see you there! | 2012-104

August 11 | High Country Big Bird | Fun Fly | 8:30:am | 2 Days | Main Club Field | HIGH COUNTRY FLYERS | Chris Jones | 604-597-4111 | sparkyjones@shaw.ca | Hosted by I.M.A.A. Chapters 540 and 563 Fraser Valley and Thompson-Okanagan Big Birds - British Columbia 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 - Website: www.highcountryflyers.homestead.com | 2012-163

August 12 | ALES (Altitude Limited Electric Soaring) | Competition | 9:30:am | 1 Day | Keogan Field OK Falls | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | gprail@shaw.ca | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keo-

gan Park OK Falls. Standard ALES rules apply. Event starts at 9:30 AM with a pilots briefing. | 2012-337

August 19 | SLAM All-Club Invitational | Fun Fly | 10:00:am | 1 Day | Main Club Field | SHUSWAP LAKE AERO MODELERS | Bruce McLellan | 250-675-5027 | president@slams.ca | Come out and fly, have fun and enjoy meeting people from the hobby from all over the interior. The fly-in is at our field at Blind Bay and will start around 10:00AM. We will provide a lunch of hamburgers and hotdogs at noon. Make sure you bring a lawn chair, your hat and of course, an airplane or two!! | 2012-122

August 19 | Cam Reiss Memorial Float Fly | Fun Fly | 8:00:am | 1 Day | Pyramid Beach | PENTICTON MODEL AVIATION CLUB | Dave Johnson | 250-493-4228 | dgsjohnson@hotmail.com | PENMAC (Penticton Model Airplane Club) invites all from near and far to enjoy some Okanagan sunshine at the beach! On Sunday, August 19th we will be hosting our annual Cam Reiss Memorial Float Fly at Pyramid Provincial Park located between Penticton and Summerland right on the main drag, Highway 97. Registration is free and all pilots are automatically entered into draws for many goodies. The fun starts at 0800 hours and continues until we quit. Stu and Faye will be working again to provide a fantastic lunch! All donations to offset the cost of the food are graciously accepted. We look forward to seeing y'all there. Details will be posted on our website at www.penmac.org. | 2012-198

August 25 | Big Bird | Fun Fly | 9:00:am | 2 Days | Main Club Field | KELOWNA OGOPOGO RADIO CONTROLLERS | Rick Dawdy | 250-765-2341 | rsdawdy@telus.net | Kelowna Ogopogo Radio Controllers, (KORC) will be hosting a fun two day Big Bird event, at our new field, on Lodge Rd, in Lake Country, (Winfield), between Vernon and Kelowna. All fliers must have current MAAC or AMA. Monoplanes 80' and Bi-planes 60' minimum wingspans. More info will be available at www.korc.ca | 2012-105

August 31 | Larry Christensen Memorial Labor Day Fly In | Fun Fly | 8:00:am | 4 Days | Main Club Field | VERNON R/C AEROMODELLERS | Jorge Manning | 250-309-4752 | premium.clean@hotmail.com | Flying from 8:00 to Dusk daily 50/50, and Draw Prizes self contained camping available by Donation. Donations will be accepted at the registration desk. All donations will be given to a local charity. Join us for Baked Roast Beef on Saturday Night. Contact Jorge Manning 250-309-4752 premium.clean@hotmail.com | 2012-116

September 4 | Fall Classic Float Fly | Fun Fly | 8:00:am | 6 Days | Sandy Point Resort | SHUSWAP LAKE AERO MODELERS | Doug MacMillan | 250-804-0962 | aeronut@telus.net | The SHUSWAP LAKE AERO MODELERS (SLAM) once again invite you to beautiful Shuswap Lake, BC for

# Calendar of Events



the 16th Annual SLAM FALL CLASSIC. The site is Sandy Point Resort 5 km. west of Salmon Arm, BC. The event is one of the largest float events in the Pacific Northwest and hosts 90-100 pilots each year, and there is always room for you!! The fee to dip your floats in the water & share all the fun is \$15. 2012 Registration will begin Tuesday Sept 4th, and the event will continue for 6 days winding up about noon Sunday Sept 9th when awards and prizes will be presented. A retrieval boat is available all during the event as well as frequency control (where needed). Highlights include pilot's draws, 50/50, raffle with great prizes, pie sale, corn roast, nite flying and more. There is a concession on-site. RV & cabin reservations are available at Sandy Point Resort 250-832-3793. Sorry, dogs are NOT allowed. There is an excellent article about the event in the May 2011 issue of Fly RC and lots of pictures at [www.teamtracon.com](http://www.teamtracon.com). Super September weather is promised, but not guaranteed. Further information is available from Event Director Doug MacMillan 250-804-0962 or [aeronut@telus.net](mailto:aeronut@telus.net). | 2012-123

September 9 | ALES (Altitude Limited Electric Soaring) | Competition | 9:30:am | 1 Day | Keogan Field OK Falls | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | [gprail@shaw.ca](mailto:gprail@shaw.ca) | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES rules apply. Event starts at 9:30 AM with a pilots briefing. | 2012-338

September 19 | Gerard McHale Memorial Jet Meet | Fun Fly | 8:00:am | 5 Days | Main Club Field | PRINCETON R/C JET FLYERS | Bart Ramsay | (778) 999-2694 | [rcbart@shaw.ca](mailto:rcbart@shaw.ca) | Come to see the largest gathering of Jet Turbine planes in Western Canada, at a beautiful site. Dry camping available on site and LOTS of flying, 8 am to dusk. No foamsies please. MAAC members with cards have access to planes and pilots, come and find out more about Turbine planes and flying them. Sometimes pilots have buddy boxes and will let you have a flight- ask. | 2012-349

October 14 | ALES (Altitude Limited Electric Soaring) | Competition | 9:30:am | 1 Day | Keogan Field OK Falls | PENTICTON MODEL AVIATION CLUB | Ken Gregory | 250-497-6262 | [gprail@shaw.ca](mailto:gprail@shaw.ca) | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES rules apply. Event starts at 9:30 AM with a pilots briefing. | 2012-339

## MANITOBA NW ONTARIO - D

May 20 | 6 for 60 | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | [ezb@mts.net](mailto:ezb@mts.net)

net | MAAC Men 6 for 60 May 20, 2012 RC Sailplane 6 flights for 60 minutes. Start time is 10:00AM at LaBarriere Park. Contact Barrie Taylor 204-791-6955 or [ezb@mts.net](mailto:ezb@mts.net) | 2012-208

June 2 | Rabbit Lake Float Fly | Fun Fly | 8:00:am | 2 Days | Main Club Field | LAKE OF THE WOODS AEROMODELERS | Ron Pettigrew | 807-548-5643 | [repettigrew@bell.net](mailto:repettigrew@bell.net) | The Lake of the Woods Aero Modelers in Kenora invite you and your family to join us for two days of flying from water at one of the best sites in Central Canada. The thirteenth Annual Rabbit Lake Float fly will be held on June 2 & 3 at Garrow Park in the City of Kenora, Ontario. There will be a food concession on site and a baron of beef supper Sat. Night. Directions - See map on MAAC Website under Lake of the Woods Aero Modelers Contact Ron Pettigrew, 693 Carlton Road Kenora, ON P9N 0B8 Ph. 807-548-5643 [repettigrew@bell.net](mailto:repettigrew@bell.net) | 2012-33

June 3 | Saints Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | SAINTS R/C FLYING CLUB | Randy Hepner | 204-467-7141 | [rhepner3@shaw.ca](mailto:rhepner3@shaw.ca) | Saints Annual Fun Fly - Sunday June 03 - 2012 Admission is free! Open to pilots of all types and sizes of RC airplanes. Public is welcome too. Come out and enjoy a fun day of flying on one of Manitoba's smoothest and obstacle free grass fields. Concessions on site. Raffles and pilot prizes! Rain date is Sunday, June 10 | 2012-295

June 10 | 2 and 10 | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | [ezb@mts.net](mailto:ezb@mts.net) | MAAC Men 2 and 10 precision Sailplane duration, June 10, 2012. 2 minute and 10 minute precision duration. Start time 10:00AM at La Barriere Park contact Barrie Taylor 204-791-6955 or [ezb@mts.net](mailto:ezb@mts.net) | 2012-209

June 27 | Assesippi Last Fun Fly | Fun Fly | 10:00:am | 5 Days | Main Club Field | ASESIPPI R/C FLYERS | Steve Souchuk | 204-773-2921 | | Assesippi will be hosting 2012 Fun Fly, June 27th to July 1st, 2012 (5 days). This will be the final Fun Fly at Assesippi. So come and fly into history with us. Thank you for your support for the last 35 + years. For Info call Steve at 204-773-2921 | 2012-322

June 29 | Canada Day R/C Deployment | Fun Fly | 9:00:am | 3 Days | Main Club Field | THE INTERLAKE RC MODEL CLUB | Jeff Esslinger | 2046321366 | [jeff.esslinger@westerturbo.com](mailto:jeff.esslinger@westerturbo.com) | June 29th - July 2nd: Canada Day R/C Deployment. This is a variation of last year's Warbird Spring Deployment. Name change to ensure it is clear that all pilots and types of airplanes are welcome. We will have a focus on Warbirds, but don't let that stop you from coming out. It's an event to enjoy and share the interest of warbirds. All airplanes welcome, but careful, seeing all those warbirds just might get you hooked into getting one. Dry Camping at the field. Town of Gimli close by for facilities. As

with last year: no food, no prizes, no registration, no impound, just come out and fly, and enjoy the evening campfire. | 2012-311

June 30 | FUN FLY | Fun Fly | 10:00:am | 1 Day | Main Club Field | WHEAT CITY AERO MODELERS | RICK COLLINGWOOD | 204-761-7957 | [rickc@wcgwave.ca](mailto:rickc@wcgwave.ca) | JUNE 30, 2012 (RAIN DATE JULY 1) Fun Fly Wheat City Aero-Modellers annual Fun Fly Saturday June 30, 2012. Gates open 10:00AM 500' grass runway. Our field is located approx 1 km south of intersection of Veterans Way (Brandon) & pr-468 (Charter Road). Refreshments available. Everyone welcome. Contact Rick Collingwood at (204) 761-7957 or e-mail at [rickc@wcgwave.ca](mailto:rickc@wcgwave.ca) | 2012-312

July 7 | Dryden Fun Fly 2012 | Fun Fly | 9:00:am | 2 Days | Main Club Field | PATRICIA REGION AEROMODELERS INC. | Bill Brisson | 807 937 5638 | [bbrisson@drytel.net](mailto:bbrisson@drytel.net) | The Dryden Patricia Region Aero Modelers invite you to join them at the flying field July 7-8 for some flying and fun. Pilot Registration starts at 9:00am Sat morning, and there is a \$5.00 pilot registration fee that gets you in on the pilot draw prizes. Don't forget your MAAC (or AMA) card. The BBQ's will be lit up and Burgers and Smokies will be available, along with drinks and snacks. We have expanded our runways, and our parking area to make room for camping on site, and there will be lots of firewood for the evening 'hanger flying' So load up and head to Dryden for some of the best flying and fun in the zone. | 2012-40

July 8 | RES | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | [ezb@mts.net](mailto:ezb@mts.net) | MAAC Men RES RC Sailplane Duration. July 8, 2012 Start time 10:00AM location: La Barriere Park. Contact Barrie Taylor 204-791-6955 or [ezb@mts.net](mailto:ezb@mts.net) | 2012-210

July 21 | R.R. I FUN FLY | Fun Fly | 8:00:am | 1 Day | Main Club Field | RAINY RIVER INTERNATIONALS | William Hagarty | 807-852-3251 | [whagarty@aol.com](mailto:whagarty@aol.com) | Rainy River International 2012 Fun Fly July 21st: The members of the Rainy River Internationals would like to thank all those who took in our 2011 fun fly and to mark your calendar for the 2012 fun fly season. Our fun fly will be as usual on the third weekend of July. The event is a one day event but you are welcome to come early and stay as long as you like. There is dry camping on the field weather permitting. The fun fly will be on July 21. The landing fee will be \$15.00 and that includes the walley supper for the pilots. There will be a \$10.00 fee for a pilot's spouse or family member. We will have the BBQ going at noon with hamburgers and smokies at a nominal fee. If you have questions please contact W. Hagarty at 807-852-3251 or [whagarty@aol.com](mailto:whagarty@aol.com). Our web site is [upaero.com/reinyriver](http://upaero.com/reinyriver). Be sure to have proper documentation if you plan to cross the border. | Oct-12

July 28 | July Fun Fly | Fun Fly | 10:00:am |

# Calendar of Events



2 Days | Main Club Field | LAKEHEAD AEROMODELERS | Kenneth McMillan | | kenmc@tbaytel.net | Lakehead Aeromodelers annual Fun Fly July 28th and 29th. Welcome to all MAAC and AMA member. | 2012-294

July 29 | 2 Meter RC Sailplane | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | ezb@mts.net | MAAC Men 2 Meter RC Sailplane July 29, 2012. Start time 10:00AM at La Barriere Park. Contact Barrie Taylor at 204-791-6955 or ezb@mts.net | 2012-211

August 11 | Bonny B Vay Float Fly | Fun Fly | 9:00:am | 2 Days | float flying site | PATRICIA REGION AEROMODELERS INC. | Bill Brisson | 807 937 5638 | bbrisson@drytel.net | Come to Dryden Aug 11-12 and join the Patricia Region Aero Modelers at the Bonny Bay Camp for some float flying at it's best. Pilots from all across the zone gather to fly off the lake and enjoy one of the best meals you will ever get at a fun fly. Sat evening the staff at the camp put out a great supper for all and no one goes away hungry. Pilot Registration is again \$5.00 and the camp supper is \$25.00/plate and we do ask that you call or email at least a week in advance of the event if you plan on coming for supper. Pilots from all across the Zone will be gathering with all types of float planes for some fun in the sun. The Bonny Bay Camp has camping sites available but you have to book early to get in, and if the camp is full Aaron Park, an Ontario Provincial Park is only a few km away. Both

Bonny Bay Camp and Aaron Park camping sites can be booked online. The Bonny Bay site is: <http://www.bonnybay.com/> and the link to Aaron Park is: [http://www.dryden.ca/city\\_services/parks\\_and\\_grounds/aaron\\_provincial\\_park/](http://www.dryden.ca/city_services/parks_and_grounds/aaron_provincial_park/) Grab your float planes, your sun screen and come to Dryden for fun on the water at Bonny Bay Camp, SEE YOU THERE! | 2012-41

August 17 | Gimli Model Fest 2012 | Fun Fly | 9:00:am | 3 Days | Main Club Field | MANITOBA/NORTHWESTERN ONTARIO ZONE | Jeff Esslinger | 204-895-2615 | | [www.gimlimodelfest.com](http://www.gimlimodelfest.com) BE There! | 2012-84

August 26 | ALES | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | ezb@mts.net | MAAC Men Altitude Limited Electric Soaring, August 26, 2012. Cam or Altitude Limiter is required. Start Time is 10:00AM at La Barriere Park. Contact Barrie Taylor at 204-791-6955 or ezb@mts.net | 2012-212

August 26 | PPRCC Summer Wind-UP | Fun Fly | 10:00:am | 1 Day | Main Club Field | PORTAGE PLANES RADIO CONTROL CLUB | Glenn Maxwell | 204-239-5174 | gmaxwell@escape.ca | PPRCC welcomes everyone to the annual Summer Wind-Up Fun Fly. the field is located 12 km south of Portage La Prairie, MB. Bring your lawn chairs and airplanes and enjoy the fun. Soft drinks and hot dogs available. Raffle Prizes. Well groomed grass field, clear wide open spaces and good fun. Rain date Sept 9, 2012. MAAC members must show MAAC card. For more information contact Glenn Maxwell at 204-239-5174 or e-mail at gmaxwell@escape.ca | 2012-319

September 9 | RE Fly | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | ezb@mts.net | MAAC Men ReFly Sept 9, 2012. Refly of any sailplane contest that has been cancelled previous to this date. Start time is 10:00AM at La Barriere Park. Contact Barrie Taylor at 204-791-6955 or ezb@mts.net | 2012-213

September 15 | Fun Fly | Fun Fly | 8:00:am | 2 Days | Lake of the Woods airfield | Lake of the Woods Aero Modelers | Ron Pettigrew | (807) 548-5643 | [repettigrew@bell.net](mailto: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](mailto:repettigrew@bell.net) | Mar-12

October 14 | Brass Monkey | Competition | 10:00:am | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | ezb@mts.net | MAAC Men Brass Monkey October 14, 2012 RC Sailplane duration. Start time 10:00AM at La Barriere Park. Contact Barrie Taylor at 204-791-6955 or ezb@mts.net | 2012-214

June 1 | Rabbit Lake Float Fly | Fun Fly | 8:00:am | 2 Days | Main Club Field | LAKE OF THE WOODS AEROMODELERS | Ron Pettigrew | 807-548-5643 | [repettigrew@bell.net](mailto:repettigrew@bell.net) | The Lake of the Woods Aero Modelers invite you and your family to join us for two days of flying from water at one of the best sites in Central Canada. The fourteenth Annual Rabbit Lake Float fly will be held June 1-2 at Garrow Park in the City of Kenora, Ontario. There will be a food concession on site and a baron of beef supper Sat. Night. Directions - See map on MAAC Website under Lake of the Woods Aero Modelers Contact Ron Pettigrew, 693 Carlton Road, Kenora, ON P9N 0B8 Ph. 807-548-5643 [repettigrew@bell.net](mailto:repettigrew@bell.net) | Jan-13

September 14 | End of summer rendezvous | Fun Fly | 8:00:am | 2 Days | Main Club Field | LAKE OF THE WOODS AEROMODELERS | Ron Pettigrew | 807-548-5643 | [repettigrew@bell.net](mailto:repettigrew@bell.net) | You and your family are invited to two days of flying and great fun on September 14-15, 2013 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.



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# Calendar of Events



There is a food concession on site. Directions - see map on MAAC Website under Lake of the Woods Aero Modelers | Feb-13

## MIDDLE - E

May 20 | SPRING OPENER | Competition | 8:30:am | 1 Day | CROWLAND PARK | NIAGARA FALLS MAX BRIGADE | GEOFF HIGGS | 905-358-5570 | | C/L PROFILE STUNT & F2B STUNT COMPETITION SPRING OPENER MAY 20, 2012. 8:30AM - 5:00PM. HOSTED BY THE MAX BRIGADE AT NIAGARA C.L SITE CROWLAND PARK, SCHISLER ROAD BEHIND FIRE STATION 6 OFF MONTROSE OFF LYONS CREEK. ENTRY FEE \$10.00. FOR MORE INFORMATION CONTACT GEOFF HIGGS AT 905-358-5570 | 2012-245

May 26 | Annual Buddy Box Days | Air Show/ Demo | 1:00:pm | 2 Days | Main Club Field | SIMCOE RADIO CONTROL CLUB INC. | Kerry Bushell | 519-443-4392 | | The Simcoe RC Club is holding our annual Buddy Box Days to promote the club and allow any interested individuals to try RC flying without risk or expense. May 26 & 27, 1pm to 4pm each day. Located on the Demaree Sod Farm 1567 Windham Rd. 12 Please use Farm entrance and follow the signs to the flying area. | 2012-180

May 26 | Royland Aerotow Season Opener | Fun Fly | 9:00:am | 2 Days | Main Club Field | ROYLAND GLIDER FLYERS | Jim Donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Aerotow Season Opener Location- 6641 First line , West Garafraxa Fergus Ontario N43 44 29.3 W80 23 11.1 Date May 26-27, 2012 Start time 9:00 am Entry Fee \$ 5.00 Time to dust off thse gliders ,check all your radio equipment and batteries, and come out for the first Aerotow event of the new year A scheduled Fun fly ,open to all scale and semi scale gliders A great way to be introduced to the art of Aerotow, whether you are just starting or are just interested in this facet of the hobby. Our members are more than willing to answer all your questions regarding Aerotow A great way to spend the day, bring a deck chair and your lunch for an enjoyable outing. Spectators welcome at no charge For additional info ,please contact Jim at: jp-donnelly@rogers.com | 2012-296

June 2 | Warm Up "Float Fly" | Fun Fly | 10:00:am | 1 Day | Chippawa Creek Conservation Area near Wellandport | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905-227-2545 | jdsnowdon@cogeco.ca | June 2th, 2012 - Join the Niagara Region Model Flying Club at our Annual 'Warm Up' Float Fly at the Chippawa Creek Conservation Area near Wellandport. We'll be on the water from 10AM to 4PM. No docking fees, but there is a small admission fee to the park! You must have your MAAC ID to fly! Email John Snowdon jdsnowdon@cogeco.ca for more information. Visit our Club web site < www.nrmfc.ca/float-

flies.html > for directions | 2012-133

June 9 | Cristie Lake Conservation park Float Fly | Fun Fly | 10:00:am | 2 Days | CHRISTIE LAKE CONSERVATION PARK | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Laddie Mikulasko | 905 628 2749 | | "JUNE 9 & 10. 2012 | | From 10 AM to 4 PM The Burlington R/C Model club invites you to participate or just watch the models flying from the water at our Annual Float Fly. The park features boating, fishing and picnic areas. Bring the entire family and enjoy the facilities and the flying exhibition! For more information, call Laddie Mikulasko (905) 628 2749 or the Park at (905) 628 3060. There is a Park admission charge per car. | 2012-141

June 9 | Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | HESPELER MODEL AVIATORS INC | Alan Biggerstaff | 519-993-0208 | bstaff@rogers.com | Come one come all model airplane fans to the Hespeler Model Aviators annual Fun Fly, 2400 Hespeler Rd (Hwy 24 N of Hwy 401) Sat June 9. Sun June 10 rain date. Refreshments will be available. Prizes, raffles. | 2012-199

June 23 | Simcoe Funfly | Fun Fly | 10:00:am | 1 Day | Main Club Field | SIMCOE RADIO CONTROL CLUB INC. | Kerry Bushell | 519-443-4392 | | SIMCOE FUN FLY hosted by the Simcoe R/C Flying Club. Saturday June 23th - 10:00am till 3:00pm. Located at our field on the Demaree Sod Farm. Turn west off of Hwy24 onto Windham Rd 12 (Harmony Rd.) (at the Agraturf Dealer) Travel 1/2 mile to the laneway on the north side. (911# 1567) Side entrance to Demaree Sod Farm. Follow the signs in! All types of aircraft are welcome! MAAC required. No landing fee. Free lunch provided for pilots. Come on out and join the fun! Rain Date: Sunday June 24th. For more information please contact Kerry Bushell, (519)443-4392 or email kebusshell@kwic.com. | 2012-179

June 23 | Royland Summer Aerotow | Fun Fly | 9:00:am | 2 Days | Main Club Field | ROYLAND GLIDER FLYERS | Jim donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Summer Aerotow June 23-24 Time 9:00 am 6641 First Line, West Garafraxa Fergus N43 44 29.3 W80 23 11.1 Landing fee \$ 5.00 Time to enjoy the beautiful Summer weather and enjoy a great day of flying A great venue for wide open flying Open to all scale and semi scale gliders Tugs are available to handle up to 6 meter gliders Bring your lunch and deck chair and enjoy the beautiful surroundings and good flying weather ( fingers crossed ) Spectators welcome. A perfect day for those just starting or have a interest in learning about aerotow A great group with no pressure flying, as stated a Fun Fly For additional info , or directions please contact Jim : jp-donnelly@rogers.com | 2012-297

July 7 | Flying Tigers Scale Aerobatic Encounter 2012 | Competition | 8:30:am | 2 Days | Main Club Field | FLYING TIGERS

RC CLUB | James Daly | 416 709 8169 | jamesdaly@sympatico.ca | July 7/8, 2012 - FLYING TIGERS SCALE AEROBATIC ENCOUNTER 2012 - IMAC Competition - The Flying Tigers Scale Aerobatic Encounter is back for a 12th season of Scale Aerobatics competition, current IMAC rules apply. July 7th and 8th, 2012 at The Flying Tigers Smith Field, (<http://www.flyingtigers.ca/map.htm>), located on Townline Road, West of Hwy. 56, just one road North of Hwy. 3, Cayuga, ON. All IMAC Classes flown: Basic; Sportsman; Intermediate; Advanced and Unlimited. If there is enough interest and time permits Freestyle will be flown Sunday afternoon. Unknowns flown in all classes except Basic & Freestyle. Awards to 3rd place in all classes except Freestyle, (1st Place Award only). Event Fee: \$35.00, \$30.00 for IMAC Members, \$45.00 for NEW IMAC members signing up an IMAC membership at the contest (\$25 Contest Fee, \$20 IMAC membership. Please pre-register at <http://www.mini-iac.com/RegionsNA/NorthCentral/NCNewsEvents/tabid/63/Default.aspx> 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 come contest day. Pilot's Meeting 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 "Yakov" Daly - jamesdaly@sympatico.ca. Visit <http://www.flyingtigers.ca/SAcontest.htm> for 2012 IMAC Sequences and current information on the contest. | 2012-266

July 14 | South Halimand Skyhawks Fun Fly | Fun Fly | 8:00:am | 1 Day | Main Club Field | SOUTH HALDIMAND SKYHAWKS R/C CLUB INC. | Bruce Dixon | 905-635-7036 | brucedixon@cogeco.ca | The South Haldimand Skyhawks is holding its 2nd annual fun fly. Food and drinks will be sold. There will also be a 50/50 cash draw! Second to none flying facility. Saturday July 14th, 2012 is when this event will take place and the rain date will be Sunday, July 15th, 2012. GPS Co-ordinates are: N 42.85030. W 079.87470. Any questions or comments please do not hesitate to contact Bruce Dixon at: 905-635-7036. or via email brucedixon@cogeco.ca. Hope to see everyone there! Thanks, Bruce Dixon. | 2012-354

July 21 | Warbirds Over The Bay | Air Show/ Demo | 9:00:am | 2 Days | Main Club Field | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Ian Brown | | ibrown118@cogeco.ca | BRCM are hosting the third annual Warbirds Over The Bay Scale event at their Bayview Park flying site on the week end of July 21st and 22nd. This prestigious event is for scale model Military aircraft of any era and type, Fighters, Bombers, Transports, Military trainers etc. Flying will be from 9.00am untill dusk both days. The field boasts a 300x30ft paved runway surrounded by well maintained grass if you prefer

# Calendar of Events



a softer landing strip. Noise restrictions are in effect ( 95db @ 7mtrs )On site camping ( no services )from Friday am to Monday am or there are many Motels/Hotels within 15 minutes of the field.. Food service and wash-rooms plus a club hut with electrical power. Pilot prizes, Raffles and 50/50 all week end. There will be Vendors on site plus Skycraft hobbies just a ten minute drive from the field. For further details please see [www.brcm.org](http://www.brcm.org) . | 2012-58

July 21 | Garth Mitchell Memorial Float Fly" | Fun Fly | 10:00:am | 2 Days | Chippawa Creek Conservation Area near Wellandport. | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905 227 2545 | [jdsnowdon@cogeco.ca](mailto:jdsnowdon@cogeco.ca) | July 21st & 22nd, 2012 - 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 to fly! 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](mailto:jdsnowdon@cogeco.ca) for more information. Visit our Club web site < [www.nrmfc.ca/float-flys.html](http://www.nrmfc.ca/float-flys.html) > for directions | 2012-134

July 22 | Annual Fun Fly | Fun Fly | 11:00:am | 1 Day | Main Club Field | CAMBRIDGE MODEL AERO CLUB INC | Bill Woodward | 519 653 4251 | [vivienwoodward@rogers.com](mailto:vivienwoodward@rogers.com) | Come and join the members of the Cambridge club at their annual fun fly. Lots of Fun and prizes for participants. Spectators welcome. | 2012-329

August 11 | Rose City Model Flyers Annual Fun-Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | ROSE CITY MODEL FLYERS INC. | Bob Gunter | 905-892-3427 | [rgunter1@cogeco.ca](mailto:rgunter1@cogeco.ca) | This is the RCMF's annual Fun-Fly at their Marshville Airpark. Beautiful farm country with clear skies at this airfield. Bring your lawn chairs and sun-screen. BBQ and drinks available, door prizes and raffle. All MAAC members welcome to fly. Spectators welcome. | 2012-164

August 11 | HMA E-Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | HESPELER MODEL AVIATORS INC | Alan Biggerstaff | 519-265-0665 | [bstaff@rogers.com](mailto:bstaff@rogers.com) | Come one come all to the 2nd annual HMA E-Fly. All e powered a/c, fixed wing or rotary welcome. Sat Aug 11/2012, ain club field 2400 Hespeler Rd (Hwy 24)north of the 401,Sun Aug 12 rain date. Refreshments available as well as raffles. | 2012-234

August 11 | Annual Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | STONEY CREEK HAWKS | John Sciran-ka | 905-318-9114 | [jrs11@shaw.ca](mailto:jrs11@shaw.ca) | The Stoney Creek Hawks Radio Control Model Aircraft Club is hosting their Annual Fun Fly on Saturday August 11th, with Sunday August 12th as a rain date. Come and enjoy a full

day of events and fun. Flying begins at 10 am. Each time you fly your name will be entered into a draw for a prize. Fixed-wing fun 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](http://www.stoneycreekhawks.com) GPS is N 43 10 47 / W 79 39 37. Sorry, no camping. Contact John Sciran-ka at 905-318-9114, or [jrs11@shaw.ca](mailto:jrs11@shaw.ca). | 2012-342

August 25 | RCMF Vintage Fun-Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | ROSE CITY MODEL FLYERS INC. | Bob Gunter | 905-892-3427 | [rgunter1@cogeco.ca](mailto:rgunter1@cogeco.ca) | This is the Rose City Model Flyer's 2nd Annual Vintage Fun-Fly 'Over Marshville'. Last years event was such a success we decided to make this an annual event. All MAAC / IMAA members are welcome to fly Model aircraft that represent the beginning of flight to 1939. All spectators are welcome to come and watch this miniature airshow of aviation history. Food and drinks, raffles, door prizes. Bring your lawn chair and sunscreen and enjoy. For more information and directions, please visit our website at [www.rosecitymodelflyers.com](http://www.rosecitymodelflyers.com) | 2012-165

August 25 | HMA Corn Roast | Fun Fly | 8:00:am | 1 Day | Main Club Field | HESPELER MODEL AVIATORS INC | Alan Biggerstaff | 519-265-0665 | [bstaff@rogers.com](mailto:bstaff@rogers.com) | HMA Corn Roast. Aug 25, 2012. Flying begins at 8 am, corn served 12-2:30. Corn free beverages \$1.00 each, 50/50 tickets 3 for \$2.00. Everyone invited | 2012-274

September 8 | K-W FLYING DUTCHMEN Annual Scale Rally | Air Show/Demo | 9:00:am | 2 Days | Main Club Field | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Mike Fritz | [scale@kwflying-dutchmen.com](mailto:scale@kwflying-dutchmen.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 bi-planes 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. Friday night we have a corn roast, on Saturday night there is a dinner after which you can take in the spectacular night flying display. Flying begins at 9 a.m. each day, after the pilots meeting, and continues until 5 p.m. There is also an 'Air Show' at 1:00 p.m. on both Saturday and Sunday featuring aircraft from various eras, unique planes, helicopters, multi-engine aircraft and jets. Admission is \$7 per 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). For more information see our web site at [kwdutchmen.com](http://kwdutchmen.com) | 2012-289

September 9 | AUTUMN STUNT C/L | Competition | 8:30:am | 1 Day | CROWLAND PARK | NIAGARA FALLS MAX BRIGADE | GOEFF HIGGS | 905-358-5570 | | c/l profile stunt & f2b stunt competition autumn stunt c/l september 9, 2012 20, 2012. 8:30Am - 5:00pm. Hosted by the max brigade at niagara c.l site crowland park, schisler road behind fire station 6 off montrose off lyons creek. Entry fee \$10.00. For more information contact Goeff Higgs at 905-358-5570 | 2012-246

September 15 | Last Float Fly | Fun Fly | 10:00:am | 1 Day | Chippawa Creek Conservation Area near Wellandport | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905 227 4525 | [jdsnowdon@cogeco.ca](mailto:jdsnowdon@cogeco.ca) | Sept 15th, 2012 - 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 for this 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 to fly! Email John Snowdon <[jdsnowdon@cogeco.ca](mailto:jdsnowdon@cogeco.ca)> for more information. Visit our Club web site < [www.nrmfc.ca/float-flys.html](http://www.nrmfc.ca/float-flys.html) > for directions. | 2012-132

September 22 | Royland Aerotow Season Closer | Fun Fly | 9:00:am | 2 Days | Main Club Field | ROYLAND GLIDER FLYERS | Jim Donnelly | 519-941-1582 | [jp-donnelly@rogers.com](mailto:jp-donnelly@rogers.com) | Royland Aerotow Season Closer Sept. 22-23 6641 First Line, West Garafaxa fergus Start time 9:00am Entry Fee 5.00 GPS N43 44 29.3 W80 23 11.1 Come out and enjoy the beautiful Fall season, with great flying conditions In the past at this event flying times have exceeded one hour by many participants, with all sailplanes in the air and the tugs having a well deserved rest - for a change A fun Fly open to all scale and semi scale sailplanes Bring your chairs and lunch for an enjoyable day . Spectators welcome Sailplane and Tug pilots always willing to answer all your questions regarding this great aspect of the hobby For more info or additional directions , please contact Jim : [jp-donnelly@rogers.com](mailto:jp-donnelly@rogers.com) | 2012-298

## NORTHERN - F

June 23 | Upper Great Lakes Yearly Fun fly | Fun Fly | 10:00:am | 2 Days | Main Club Field | S00 MODELERS R/C CLUB | Craig Knight | 705.759.4850 | [wcknight@shaw.ca](mailto:wcknight@shaw.ca) | Sault Model Airplane Club Annual UGLY meet. Float planes, IMAC, Electric - bring your latest A fun day for all. | 2012-202

July 7 | Cambrian RC Flyers Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | CAM-

# Calendar of Events



BRIAN R/C FLYERS | Dave Ivory | 705-586-9539 | papa@persona.ca | Cambrian RC Flyers will be holding our annual fun fly on July 7th, rain date is July 8th. We will again be holding a draw for a plane and radio, ready to fly, and this year, we will also draw for a radio controlled, helium filled shark. Fantastic prize for the young, and young at heart. There will be a \$10.00 pilot fee, and prizes to be won. We will have cold drinks, and a B B Q lunch. Come out and enjoy the day, bring your latest creation, and join the fun. We have limited seating, so lawn chairs are highly recommended. | 2012-353

July 28 | 2012 Northern Ontario Zone Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | TIMMINS GOLDEN HAWKS | Nathan Crosby or Ron Roy | 705-225-2063 or 705-262-0111 | nathan4104@hotmail.com | Come on over and join the Timmins Golden Hawks as we host the 2012 Northern Ontario Zone Fun Fly. See what Timmins has to offer from great food, lots of prizes and wide open space to fly any size of aircraft! Our grass strip proves sufficient for electrics to sport jets. We offer on site un-serviced camping for attendees. Food Bank donations will be collected. MAAC /AMA required to fly. This year is also the City of Timmins Centennial year with lots of activities for everyone. For more information see our website [www.timminsgoldenhawks.ca](http://www.timminsgoldenhawks.ca) or contact Nathan 705-225-2063 or Ron 705-262-0111. Rain date July 29th, 2012 | 2012-87

July 28 | 6th Annual Electric Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | NIPISSING MINIATURE AIRCRAFT CLUB | Jerzy Bak | (705) 495-1803 | jerzyb@efni.com | NIPMAC, North Bay-Ont. (<http://nipmac.vianet.ca>) Is hosting a 6th Electric Fun Fly, open to any class of electric airplanes At Cranberry Field - North Bay, ON (for direction see map) Time - 9:00 A.M.- 5:00 P.M - July 28, 2012 ( one day only ) There's only a \$10.00 pilots fee . Lunch and refreshments will be available . Prizes and draws. Current MAAC membership is required Directions to Cranberry Field - Travel to North Bay on Highway 11 - Exit Highway 11, south of North Bay (Exit 338), onto Highway 11B - Travel south on 11B (Pine View Drive) to north of Callander (2-3 kilometers) and turn right into Osprey Links Golf Course (west side of 11B) - Turn right onto gravel road and travel to the end where you can see the gate to the field For more info contact : Jerzy Bak (705) 495-1803 or e-mail : jerzyb@efni.com | 2012-127

August 11 | Nipmac Annual Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | NIPISSING MINIATURE AIRCRAFT CLUB | Brett Andrews | 705-476-2537 | brettandrews@hotmail.com | NIPMAC Annual Fun Fly and Swap Meet 9:00 AM Saturday Aug 11, 2012. Cranberry Field, Callander Ontario Food and Drinks available. Great Prizes. Wayne Quirt - Event Director Email: [nquirt@cogeco.ca](mailto:nquirt@cogeco.ca) | 2012-363

August 18 | SMAC FUN FLY | Fun Fly |

10:00:am | 1 Day | Main Club Field | SUDBURY MODEL AIRCRAFT CLUB | same | 705 929-6043 | spencerwebster@sympatico.ca | August 18, 2012. 10:00h - 15:00h. SUDBURY MODEL AIRCRAFT CLUB. Club Field on the Garson /Coniston Road Sudbury. Food and Drink available. MAAC rules apply and proof of MAAC membership required of pilots. Contact Spence Webster 705 929-6043 or e-mail [spencerwebster@sympatico.ca](mailto:spencerwebster@sympatico.ca) or contact Bill Whitehouse 705 560-1477 or e-mail [willwhit@vianet.ca](mailto:willwhit@vianet.ca) | 2012-352

## OTTAWA VALLEY - G

May 5 | ORCC Heli Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | OTTAWA R/C CLUB | John McDougall | 613-831-7172 | j.m@rogers.com | ORCC is hosting their annual Helicopter Fun Fly at the Drummond Field at 4550 Cambrian Rd. All are welcome. Pilots must have current MAAC or AMA. Lunch and refreshments will be available. For more info, contact John McDougall at [j.m@rogers.com](mailto:j.m@rogers.com) See you there! | 2012-301

May 19 | Debutant | Fun Fly | 9:00:am | 1 Day | Main Club Field | RIDEAU RC FLYERS | Nigel Chippindale | 613-747-9628 | nchippin@rogers.com | Rideau RC Flyers Debutant Fun Fly 2012 Saturday, May 19, 2012 Come and join us to launch your 2012 flying season at the Rideau field. Newly enlarged paved runway, plus short grass. All types of model welcome, but only ones you DIDN'T fly in 2011 are eligible. The Debutant idea is to bring out new or recycled models for a relaxed day of flying. All models must have been previously flown. Registration fee \$10. MAAC membership required. Flying starts at 09:00. Contact Nigel Chippindale at [nchippin@rogers.com](mailto:nchippin@rogers.com) | 2012-108

May 26 | IMAC Boot Camp | Display | 9:00:am | 1 Day | Main Club Field | STETSON FLYERS | Isabel Deslauriers | 514-636-8150 | isabel.deslauriers@mail.mcgill.ca | Stetson Field will host an IMAC Boot Camp day for the region, with instruction from several of the area's top aerobatic pilots. If you have ever thought of trying out the world of Precision Aerobatics, this day is for you. Come out and learn what IMAC is about, how it works, and see what a Basic Sequence looks like. Meet the friendly faces of IMAC and soak up all the information you can. For more information contact Isabel Deslauriers at [isabel.deslauriers@mail.mcgill.ca](mailto:isabel.deslauriers@mail.mcgill.ca) | 2012-67

June 2 | Ed Rae Memorial Fun Fly Weekend | Fun Fly | 9:00:am | 2 Days | Main Club Field | STETSON FLYERS | Dan Marcotte | 613 830 3861 | marcottedaniel@sympatico.ca | June 2-3, 2012: Ed Rae Memorial Fun Fly WEEKEND (MAAC event) Stetson Flyers invite you to join us for our first MAAC event of the year. We are expanding the format to a full weekend of fun and flying. Saturday and Sunday will be filled with flying and fun events such as Limbo, night flying Saturday evening, various fly-by's of classics and

warbirds, etc. All types of aircraft and heli's are welcome. Show us what you have been working on all winter and share in the beauty of flight at our great field. Limited camping available. (no hookups) Canteen service and a Saturday Dinner, Stetson Style, will be available. Landing Fee \$10.00 For more information contact Dan Marcotte at [marcottedaniel@sympatico.ca](mailto:marcottedaniel@sympatico.ca) | 2012-64

June 9 | BMAC Open House | Fun Fly | 9:00:am | 1 Day | Please check [www.bmac-club.com](http://www.bmac-club.com) | BROCKVILLE MODEL AERO CLUB | O'Reilly | 613-345-4700 | oreillyj@ripnet.com | Come join us for a day of fun and flying. Please check out the BMAC web site for event information and location. [www.bmac-club.ca](http://www.bmac-club.ca) | 2012-88

June 16 | Ottawa Rideau electric jet event | Fun Fly | 9:30:am | 2 Days | Main Club Field | RIDEAU RC FLYERS | Ken Park | 613 823 1933 | kenpark99@yahoo.com | The Ottawa Rideau Electric Jet Event June 16-17th 2012 Come join us @ the Rideau Flyers Club for our 3rd annual EDF Jet event. Our clubs newly paved 370 foot runway can handle any model on wheels and we have excellent short grass for those without wheels. Pilots are required to bring your MAAC or AMA card for registration Pilots meeting set for 09:30am followed by open flying till 4:30pm both days Registration fee is 10\$ with both breakfast and lunch avail - On site camping is available no water or electrical Directions can be found <http://www.rideauflyers.com> Information available from Event Director J-C Terretaz [karen.jean-claude@sympatico.ca](mailto:karen.jean-claude@sympatico.ca) or Event Assistant Ken Park [ken\\_park\\_99@yahoo.com](mailto:ken_park_99@yahoo.com) Jets électriques 'fun fly' au club Rideau Flyers a Ottawa. Nous organisons notre troisième événement pour ' EDF' jets. Notre nouvelle piste fraîchement asphaltée de 370 pieds de longueur peut convenir a toutes sortes de machines. Nous avons aussi un grand terrain gazonne. Carte M.A.A.C. ou A.M.A. obligatoire. Réunions des pilotes a 9h. 30 , ensuite vol libre jusqu'à 16 h. Le prix d'entrée est de 10\$ par jour. Petit déjeuner et lunch servis sur place. Place pour campeurs ou roulotte. Pour plus d'informations vous pouvez me contacter au 613 256 1548 ou par courriels : [karen.jean-claude@sympatico.ca](mailto:karen.jean-claude@sympatico.ca) | 2012-62

June 16 | 37th Annual Father's Day Fun Fly | Fun Fly | 9:00:am | 2 Days | Main Club Field | KINGSTON R/C MODELLERS | Mike Siemonsen | 613-384-2377 | seemo@acn.net | The Kingston Radio Control Modellers are hosting their 37th annual Father's Day Fun Fly at the KRCM field. Previous events have been covered by Fly R.C and Model Airplane New. There will be competition events and chance events and plenty of open flying. Canteen Saturday and Sunday serving breakfast and lunch. Saturday evening BBQ Dinner plenty of room for camping (no hook ups) see KRCM. Org for directions. #30.00 for both days. Contact CD Mike Siemonsen at [seemo@acn.net](mailto:seemo@acn.net) for more information. | 2012-161

# Calendar of Events



June 23 | IMAC in the Capital 2012 | Competition | 8:30:am | 2 Days | Main Club Field | RIDEAU RC FLYERS | Mike Anderson | 613 850 7207 | mike.anderson.ca@gmail.com | Please join us for a weekend of aerobatics competition at the IMAC in the Capital 2012, June 23 & 24. All classes flown, Basic through Unlimited, IMAC rules, pilot judged, awards for all classes, pre-registration desired on [www.mini-iac.com](http://www.mini-iac.com). Where? Rideau RC Flyers Phelan Park - Limited camping available, no hook-ups. For directions and more visit [www.rideauflyers.com](http://www.rideauflyers.com). Who? Everyone and anyone who is interested in a fun weekend of friendly Scale Aerobatics competition. Spectators are welcome. Flying is between 8:30am and 4pm Saturday, and 9am and 4pm on Sunday. Proof of MAAC or AMA membership is required. IMAC membership optional. \$30 entry fee, payable Saturday morning before the event. Reduced rates for IMAC members and pilots 18 yrs and under. Contact Mike Anderson for site & logistics at 613-850-7207 or [mike.anderson.ca@gmail.com](mailto:mike.anderson.ca@gmail.com) | 2012-63

June 23 | Ottawa Valley Zone Float fly | Fun Fly | 8:00:am | 1 Day | Barry Forbes Float Pond | RIDEAU VALLEY MODELERS | George Davis | 613-258-5363 | [oxford48@xplornet.ca](mailto:oxford48@xplornet.ca) | The Rideau Valley Modelers in partnership with the Cornwall Aeromodellers invite all MAAC float fly enthusiasts to participate in the 4th Annual Zone Float Fly at the Barry Forbes Float Pond in Kemptville. The event will be held on Saturday, June 23rd, with a rain date of June 24th. Arrivals begin at 08:00 hours with pilot registration and aircraft certification to be complete in time for a pilot's meeting at 09:00 to kick off a day of safe flying. This event will provide impound services for 72 MHz transmitters. Pilots' fee will be \$10.00 for registrations received prior to June 16th and \$15.00 after that. The Kemptville float facility boasts 15 acres of water with airspace to easily accommodate aircraft up to 1/4 scale along with adequate parking, comfort station and food services to support flyers and spectators alike. Rideau Valley Modelers is pleased to offer a chance for pilots to experience our new site as well as to complete their pre-event aircraft flight certification (minimum 5 flights) requirements prior to the event, at no cost. To take advantage of this opportunity, contact one of the undersigned to qualify their float planes and to familiarize themselves with the site. | 2012-206

June 30 | 17th Annual Kingston Electric Fun-Fly | Fun Fly | 9:00:am | 2 Days | Main Club Field | KINGSTON R/C MODELLERS | Martin Irvine | 613-389-5579 | [irvine.martin@gmail.com](mailto:irvine.martin@gmail.com) | The Kingston Radio Control Modellers are hosting their 17th Annual Electric Fun Fly at the KRCM field. Plenty of open flying. Canteen Saturday and Sunday serving breakfast and lunch. Plenty of room for camping (no hook ups) see KRCM. Org for directions. \$10/day or \$15/weekend. | 2012-192

July 7 | Warbird Invitational Open Class | Fun

Fly | 9:00:am | 2 Days | Main Club Field | OTTAWA R/C CLUB | Paul Bradbeer | 613-601-3615 | [paul.bradbeer@rogers.com](mailto:paul.bradbeer@rogers.com) | Come and join us for our Grand Reopening Warbird Invitational & Open Class Fun Fly. July 7th & 8th. There will be a Pig Roast Saturday evening with all the fixins and lunch will be available Saturday & Sunday. There is free camping (no hydro or sanitary hook up). It promises to be a fun filled weekend with door prizes a 50/50 draw and raffle. There is a landing fee of \$5.00 and MAAC or AMA is required. IMMA rules will apply. Hope to see you there! | 2012-281

July 14 | IMAC Free Style Competition | Competition | 9:00:am | 2 Days | Main Club Field | CORNWALL AEROMODELLERS | Roger Bélanger | (613) 931-9524 | [belanger.roger@sympatico.ca](mailto:belanger.roger@sympatico.ca) | Please join us in Cornwall for the first Canadian IMAC Free Style event. All are welcome, pilots and spectators. A canteen will be serving food and drinks. For pre-registration information please visit the Penelope Web site at: <http://www.penelopeperc.com/> | 2012-196

July 15 | ALES - Altitude Limited Electric Soaring | Competition | 9:00:am | 1 Day | Main Club Field | RIDEAU RC FLYERS | Mike Anderson | 6132585817 | [mike.anderson.ca@gmail.com](mailto:mike.anderson.ca@gmail.com) | Join us on Sunday July 15th for a day of ALES (Altitude Limited Electric Soaring) competition. Only one class flown: Any electric-powered plane that you think you can glide for ten minutes starting from 200M altitude. This is one of several Ottawa Valley, West Quebec ALES events in 2012. This is also an ALES League contest for points accumulation, but the emphasis is on friendly fun. Proof of MAAC/AMA membership is required. | 2012-264

July 21 | Stetsons IMAC Aerobatics Contest | Competition | 9:00:am | 2 Days | Main Club Field | STETSON FLYERS | Isabel Deslauriers | 514-636-8150 | [isabel.deslauriers@mail.mcgill.ca](mailto:isabel.deslauriers@mail.mcgill.ca) | For the second year in a row, Stetson Field will host a Regional IMAC event for all you Aerobatic Flyers! Enter your favorite aircraft in BASIC and try this out! Saturday all day and Sunday morning will see competitive aerobatic rounds flown. Early Sunday afternoon will see a freestyle event flown, always a great crowd pleaser. LOTS of volunteers make light work at this event. Come see aerobatic precision flying up close along with some beautiful aircraft, and volunteer as a scribe, etc. Canteen services will be available along with limited camping. (no hookups) For more information contact Isabel Deslauriers at [isabel.deslauriers@mail.mcgill.ca](mailto:isabel.deslauriers@mail.mcgill.ca) and visit the IMAC Canada website at [www.penelopeperc.com](http://www.penelopeperc.com) | 2012-65

July 29 | Rideau Flyer Pond Fun Fly | Fun Fly | 10:30:am | 1 Day | Main Club Field | RIDEAU RC FLYERS | Doug Culham | 613-692-8260 | [deculham@rogers.com](mailto:deculham@rogers.com) | Rideau Flyers will host a fun float fly July 29 at the Pond beginning at 10:30 am. | 2012-261

August 4 | Upper Canada Fun Fly | Fun Fly

| 9:00:am | 2 Days | Smiths Falls Airport | OTTAWA VALLEY ZONE | Claude Melbourne | 613-802-5000 | [crs3@sympatico.ca](mailto:crs3@sympatico.ca) | Bring the Family to the Family long weekend Upper Canada Fun Fly. This is a relaxed even that host a 4000 foot paved runway as well as lots of room for campers and RVs. Come out and spend the weekend with friends and family and enjoy the Saturday evening steak BBQ. We host three separate flight lines that can accommodate everything from control line and turbines to park fliers and helicopters and even model rockets. The Smiths Falls Flying Club runs an excellent canteen for breakfast and lunch both days that helps to support the airport. Put the date in your calendar now so that you won't miss this awesome event. For information please check out [www.bmaclub.ca](http://www.bmaclub.ca) or call Claude Melbourne @613-802-500 or Chris Malcomson @613-283-5724 | 2012-71

August 11 | Annual Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | CORNWALL AEROMODELLERS | Roger Bélanger | (613) 931-9524 | [belanger.roger@sympatico.ca](mailto:belanger.roger@sympatico.ca) | Cornwall Aero Modellers invites you to our annual Fun Fly. \$10:00 will get you registered for a great day of Fun and Flying. There will be a canteen serving food and drinks. An Seagull Ultimate Bipe with an OS .46 AX will be raffled, along with multiple door prizes. Please visit our WEB site for detail information and directions. | 2012-193

August 18 | 25th Annual Ottawa Valley IMAA Rally in Kingston | Fun Fly | 8:00:am | 2 Days | Main Club Field | KINGSTON R/C MODELLERS | Dave Penchuk | 613-795-6076 | [dave.penchuk@sympatico.ca](mailto:dave.penchuk@sympatico.ca) | August 18-19,2012 - 25th Annual Ottawa Valley IMAA Rally in Kingston. Hosted by IMAA Chapter 217, and the Kingston Radio Control Modellers. 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 hook-ups. Concession, Kingston style Saturday night feast. Raffles and door prizes. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/4 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](mailto:dave.penchuk@sympatico.ca) or Rolly Siemonsen, home (613) 389-3631, cell (613) 572-3631 Email: [rollys@cogeco.ca](mailto:rollys@cogeco.ca) Directions: <http://www.krcm.org/map.pdf> Website: <http://www.giantscalecanada.com> | 2012-154

August 24 | IMAC Nats 2012 | Competition | 9:00:am | 3 Days | Main Club Field | ARNPRIOR RADIO CONTROL CLUB | Dave Hammond | 6132034427 | [dhammond@hotmail.com](mailto:dhammond@hotmail.com) | Scale Aerobatics Nationals in Arnprior (<http://arcclub.com/>) Please join us for a weekend of aerobatics competition at the ARCC Club near Ottawa, August 24-26. All classes flown, Basic through Unlimited and Freestyle. For up to date information and registration information, please consult [www.](http://www.)

# Calendar of Events



scaleaerobatics Canada.com or email Dave Hammond dhammond57@hotmail.com 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 5pm Friday & Saturday, and 9am and 2pm on Sunday. Proof of MAAC or AMA membership is required. IMAC membership optional. | 2012-61

September 8 | IMAA Giant Scale & Pig Roast | Fun Fly | 9:00:am | 2 Days | Main Club Field | STETSON FLYERS | Scott Clarke | 613 252 5908 | giantscale@rcaviator.ca | Sept. 8-9, 2012: Stetson Flyers Annual IMAA Giant Scale Rally and Pig Roast dinner. MAAC and IMAA EVENT. (rain date: none) Please join us again this year for a BIG weekend of IMAA Giant Scale fun featuring the very popular Roast Pig dinner on Saturday afternoon. MAAC or AMA is required and all aircraft must be IMAA legal. Flight line opens at 9am both days and a landing fee of \$10 will be charged. Stetson Canteen will be available. Camping is available onsite (no hookups). For more information please email Scott Clarke at giantscale@rcaviator.ca | 2012-68

September 15 | ORCC Electric Fun Fly & Night Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | OTTAWA R/C CLUB | Dieter Rudat for Night Fly | 613-294-9301 | rudatd@custombydr.com | ORCC is hosting their annual Electric Fun Fly at Our Drummond Field. There will be lunch and refreshments, door prizes and a 50/50 draw. Event ends at 3:00PM and open flying begins. We invite you to stick around for the President & Executive's Club BBQ and don't forget your night flyer. The Night Fly Event starts at dusk, followed by fireworks and a bonfire. This promises to be a fun filled day and night of flying excitement and fun for all so bring the family This is the event you don't want to miss. See you there. Camping is available | 2012-306

October 6 | Fall Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | OTTAWA R/C CLUB | Adrian Poplawski | 613-798-1201 | katesh@rogers.com | ORCC is hosting their final event of the year. It's an open event to all types of aircraft, heli's, flying saucers big or small come fly them all There will be hot coffee lunch and refreshments available. Students welcome instructors will be available. MAAC or AMA required | 2012-303

## BC COASTAL - H

May 19 | Pattern In The City | Competition | 9:00:am | 3 Days | n/a | SPECTRUM FLYERS | David Blaby | 778-840-5411 | dblaiby@shaw.ca | 'Pattern in the City' Precision Aerobatic Contest and the 2012 MAAC "Zone H" Pattern Season Opener at our flying site in South Surrey. Close by Hotel/Motel accommodations are available for our out of town guests. We welcome First Time Pattern Pi-

lots as FREE participants with an opportunity to learn all about this friendly competition of pilot skills. Friday Night: Appetizer meet & greet is the start of a weekend of fun. Breakfast snacks/Coffee as well as Lunch on both days is INCLUDED. This club will require proof of MAAC/AMA insurance to compete and because the proximity of another RC flying club, Spectrum Flyers enforces the use of Spread Spectrum radio transmission (2.4) only - NO 72.00 MHz allowed. Trophies to third place in all classes as well as prizes and fun. If you require more information please feel free to contact the CO CD's - Scott Esplen at : scottie@dccnet.com, or Dave Blaby at: dblaby@shaw.ca | 2012-170

May 25 | Spring Fun Fly | Fun Fly | 9:30:am | 4 Days | Main Club Field | FRASER VALLEY R/C FLYERS | Rick Samuels | 604-702-0028 | rick.samuels@cma.ca | Come join the fun with our annual Spring Fun Fly. We have lots of camping space available at the field and just minutes away we have the club pond for some float flying. We will be cooking up a BBQ lunch at lunch time for those hungry flyers. Visit our website at fvr-cf.org for a map of the field and information about our club. Check out our FaceBook page "Fraser Valley RC Flyers" | 2012-256

June 9 | Vancouver Thermals | Competition | 10:00:am | 2 Days | Anderson Sod Farm | OAKALLA HAWKS R/C MODEL GLIDERS | Ronald Turner | 604 987-0617 | raturne@shaw.ca | After a lengthy hiatus, we've decided to once again host our June 'Vancouver Thermals' contest! This will be a 2-day, official NWSS points contest. Please plan to join us in beautiful Mission, BC for a weekend of great competition and fellowship. | 2012-273

June 16 | VRCMS Precision Aerobatics Contest | Competition | 9:45:am | 2 Days | Main Club Field | VICTORIA RADIO CONTROL MODELERS | Dave Reaville | 250-727-8918 | dave.reaville@gmail.com | VRCMS 19th Annual Precision Aerobatic Contest June 16th & 17th, 2012 Victoria, BC @ Michell Airpark All classes will be flown -Sportsman, Intermediate, Advanced, Masters & FAI (P and F-13 planned) Pilots meeting Saturday @ 9:45 am with wheels up at 10:00 am sharp. Entry is \$25 (\$10 for first time Sportsman.) Entry includes lunch both days and dinner on Saturday night. Guest dinners are also available for \$10 each. Primitive rough camping on site (no power, sewer or running water). Motels close by if you prefer. As always, MAAC/AMA membership required! Noise limits in effect and enforced. In an effort to minimize delays please register early so that your data can be entered into the scoring computer. Payment can be made upon arrival at the contest. Club safety rules require that all planes must be technically inspected prior to flight at this field. Your cooperation is greatly appreciated. Registration information - Name, MAAC#, Freq & Class can be sent to: CD Dave Reaville, 1087 Hollypark Rd, Brentwood Bay BC V8M 1E6, telephone (250) 727-8918 or e-mail to dave.

reaville@gmail.com or patternwestnews@shaw.ca We will have the flight boxes set up Thursday so come early and get some orientation/practice flights in. Hope to see you there! | 2012-186

June 17 | Father's Day Fun-Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | BURNABY LAKE FLYERS | Larry DeFehr | 604 255-8979 | ldefehr@telus.net | Father's Day Fun-fly: June 17, 2012 BURNABY LAKE HOODS-UP FLYERS 9:00 am to 6 pm with events throughout the day Open to all electric aircraft All MAAC insured pilots and guests welcome Event and draw prized will be awarded Contact Larry DeFehr (604) 255.8979 or see our site at: <http://www.hoods-up.com/> | 2012-314

June 23 | Beginner's Day Fun Fly | Fun Fly | 9:30:am | 1 Day | Main Club Field | FRASER VALLEY R/C FLYERS | Rick Samuels | 604-702-0028 | rick.samuels@cma.ca | This is the first year we are hosting the Beginner's Day Fun Fly. This event is designed for people who want to try flying RC planes for the first time. We will have several instructors at the field using a buddy box system so new pilots can try flying with an experienced pilot by your side. We will supply lunch and prizes will be given out. Visit our website at fvr-cf.org for a map of the field and information about our club. Check out our FaceBook page "Fraser Valley RC Flyers" | 2012-255

June 24 | NS with BS control line fun-fly | Fun Fly | 9:30:am | 1 Day | Main Club Field | MISSION WINGS MODEL FLYING CLUB | Paul Bedford | 604 463 8271 | kiwipaul@telus.net | Mission Wings Model Flying Club The famous "NS with BS" control line fun-fly is back for the 7th time. The world famous, in Mission B.C., control line fun-fly is back yet again. It will be held on the 24th of June 2012 at the Mission Wings Flying Club located at 10259 Farms Rd. Mission. Pilots meeting at 9.30am. Flying A.S.A.P. and continues till finished. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, and whatever we would like to scare ourselves with. There could be combat flying? There could be scale planes? There could be a swap meet, even a buy and sell? Your junk is someone else's treasure. There will be food and beverage for your palates. There will be no entry fee. All control liners will be most welcome. Contest director is Paul Bedford. kiwipaul@telus.net | 2012-328

July 8 | Mission Wings Heli Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | MISSION WINGS MODEL FLYING CLUB | Jeff Nye | 778 866 8723 | a\_ronin@hotmail.com | Summer is here and time for the Mission Heli Fun Fly. Please come out and enjoy the best field in BC to fly all your helis and multi rotor craft. There will be lots of quadcopters and hexacopters out this year as they are really amazing technology right now. Of course we'll have all types of helis out as well, scale and stunt, pod and boom, and fuselages. All fuel types are welcome as well, electric, nitro,



# Calendar of Events



- gasoline and kerosene. \$5 landing fee gets you a chance for door prizes and there will be a 50/50 as well. BBQ will be on site and start around noon. Pilots meeting at 10AM, but no guests until 9AM please, as site will be locked until 9. All insured flyers are welcome, AMA and MAAC. | 2012-362
- July 15 | Hoods\_UP Fun Scale Contest | Competition | 9:00:am | 1 Day | Main Club Field | BURNABY LAKE FLYERS | Larry DeFehr | (604) 255-8979 | ldefehr@telus.net | Hoods Up Fun Scale Contest: July 15, 2012 BURNABY LAKE HOODS-UP FLYERS 9:00 am to 6 pm with Judging beginning at 11 am Open to all scale electric aircraft All MAAC insured pilots welcome Judging for static display and flying Event and draw prizes will be awarded Contact Larry DeFehr (604) 255.8979 or see our site at: <http://www.hoods-up.com/> | 2012-315
- July 21 | Joel Clarkston Memorial Scale Event | Competition | 10:00:am | 1 Day | Main Club Field | RADIO CONTROL AERONAUTICS ASSOCIATION | Mike McCrindle | 250-337-1732 | mccrind@shaw.ca | The Joel Clarkston Memorial Event will be again held at the Merville site and hosted by the RCAA Comox Valley club. Some RV parking available for the overnights. | 2012-150
- July 28 | 2012 Pattern in the Valley | Competition | 9:30:am | 2 Days | Main Club Field | FRASER VALLEY R/C FLYERS | Hartley Hughson | 604 885 5085H - 604 885 9877W - 604 741 1394cell | hhughson@dccnet.com | Pattern in the Valley July 28th 29th 2012. Pilots meeting at 9:30, wheels up at 10:00. All classes to be flown. Medals to third place. \$25.00 registration fee, coffee, muffins and lunch will be provided. First time pattern contestants free. Good chance to see what it is all about and free to boot. For more pattern info go to (<http://members.shaw.ca/patternwestnews/>) This will be held at the Fraser Valley R/C Flyers club, Fairfield, field, Chilliwack.. Dry camping at the field, motels nearby in Chilliwack. Bring an appy for the Fri. night social and BBQs available Sat. evening, if you wish to stay and cook your dinner with us. CD. Hartley Hughson. Contact Hartley 604 885 5085H, 604 885 9877W, 604 741 1394cell ,hhughson@dccnet.com | 2012-263
- August 10 | Mission Aerotow | Fun Fly | 9:30:am | 3 Days | Anderson Turf Farm, Hatzic, B.C. | OAKALLA HAWKS R/C MODEL GLIDERS | David Smith | 604 947 2357 | davidsmith1656@gmail.com | Come and enjoy aerotowing beautiful large scale gliders in the luscious Fraser Valley. Acres of green grass to fly on, with multiple capable tugs in attendance. Bring your sailplane with an aerotow release installed, come out and try things on our buddy box, or just come to enjoy the beautiful sailplanes and scenery. Electric sailplanes can be flown but aerotowing activity takes precedence and will limit 'electrics' flying time. \$15 Landing Fee for the weekend, pilot's meeting at 9:30 each day. | 2012-239
- August 11 | Victoria's Largest Little Airshow | Air Show/Demo | 10:00:am | 2 Days | Main Club Field | VICTORIA RADIO CONTROL MODELERS | Mike Scholefield | 250-727-5404 | mmscho@shaw.ca | IT'S AIRSHOW TIME !! Victoria's Largest Little Airshow is back this year!! Once again the demonstration pilots will be showing their 'Right Stuff' August 11th & 12th as they fly for such a great cause. There will be non-stop aerial action, fantastic raffle prizes, a yummy concession, aircraft static displays, 50/50 draws and much more. You don't want to miss this FREE family event. Come out and support our local charities - CFAX Santa's Anonymous and the Saanich Peninsula Hospital Foundation. Admission is by donation with all proceeds going to the two charities! You'll find us on Lochside Drive just south of Island View Rd. Parking is FREE or ride your bike down the Lochside Trail. See you there! It's going to be GREAT!! Pilots wishing to fly in the airshow must contact either Mike Scholefield or Mark Byrne as this is not a general fly-in format. All pilots must be comfortable flying in front of an expected large crowd and be able fly within the airshow safety zone. Aircraft inspections / flight demonstrations are mandatory and will be conducted on Friday August 10th.(practice day) unless approved earlier by the event directors. Due to the schedule of this event, practice flights cannot be conducted on the days of the airshow. Mandatory attendance at the Pilot's Meetings will be at 09:30 each day. We look forward to seeing you!! | 2012-237
- August 12 | Jacques Heyrman Memorial Fly-In | Fun Fly | 9:00:am | 1 Day | Main Club Field | BURNABY LAKE FLYERS | Larry DeFehr | (604) 255.8979 | Jacques Heyrman Memorial Fly-In BURNABY LAKE HOODS-UP FLYERS August 12, 2012 9:00 am to 6 pm with events throughout the day Open to all electric aircraft All MAAC insured pilots and guests welcome Event and draw prized will be awarded Contact Larry DeFehr (604) 255.8979 or see our site at: <http://www.hoods-up.com/> | 2012-318
- August 17 | Fall Fun Fly | Fun Fly | 9:30:am | 3 Days | Main Club Field | FRASER VALLEY R/C FLYERS | Rick Samuels | 604-702-0028 | rick.samuels@cma.ca | Come join the fun with our annual Fall Fun Fly. We have lots of camping space available at the field and just minutes away we have the club pond for some float flying. We will be cooking up a BBQ lunch at noon for those hungry flyers. Visit our website at [fvrcf.org](http://fvrcf.org) for a map of the field and information about our club. Check out our FaceBook page "Fraser Valley RC Flyers" | 2012-254
- August 19 | Mission Wings Members Fun Fly | Fun Fly | 9:30:am | 1 Day | Main Club Field | MISSION WINGS MODEL FLYING CLUB | Paul Bedford | 604 463 8271 | kiwipaul@telus.net | "The second annual Mission wings members fun fly will be held August 19th 2012. Members are invited to the second annual Mission Wings member's fun fly. It will be held on Sunday August 19th, 2012. Pilots meeting 9.30am. Flying starts 10am All pilots will be required to sign in. Come and enjoy a day's flying with the other members of your club. There will be lots of food and drink available all day for your enjoyment. (Burp!) The club house will be open with gourmet coffee. A FREE raffle will be held at the end of the day with many prizes. There will be an auction after the flying so bring your stuff / junk to the fun-fly. Your stuff / junk is someone else's treasure. Paul Bedford, friendly, everescent, event director. Paul Bedford | [kiwipaul@telus.net](mailto:kiwipaul@telus.net) | 2012-288
- August 25 | 5th Annual Kamikaze Independent Fun Fly | Fun Fly | 10:00:am | 2 Days | Main Club Field | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | Jeff Nye | 778 866 8723 | a\_ronin@hotmail.com | Please come and join us at the 5th Annual Kamikaze Independent Fun fly, August 25th and 26th 2012. This is our 5th year having the event, and previous years have been great. Last years event had 45 pilots and over 170 aircraft on site. Events will include limbo, taxi races, and other contests. BBQ will be on site for lunch both days, and there will be night flying on Saturday night. Pilots MUST have MAAC card or other insurance verified, but all insured pilots are welcome, Independent flyers and club flyers. There will be door prizes given out both days and some contest prizes as well. Anyone wishing to donate or help with the event, or any questions, please email Jeff at [a\\_ronin@hotmail.com](mailto:a_ronin@hotmail.com) | 2012-53
- September 2 | Fraser Valley RC flyers Heli Fun Fly | Fun Fly | 9:30:am | 1 Day | Main Club Field | FRASER VALLEY R/C FLYERS | Rick Samuels | 604-702-0028 | rick.samuels@cma.ca | Fraser Valley RC Flyers Heli Fun Fly Sept 02 2012, Starting at 9:30am The Fraser Valley RC Flyers Club will be holding our annual helicopter fun fly in Chilliwack, BC. All pilots are welcome from new to advanced. We will have a hovering field for those just starting out to our main 3D and sport area. Lots of different heli's from scale to high performance 3D machines. Experienced helicopter pilots will be available for any questions or help. This will be open to gas/electric and micros and everything in between. Prizes and lunch onsite with a heli swap meet. Visit our website at [fvrcf.org](http://fvrcf.org) for a map of the field and information about our club. Check out our FaceBook page "Fraser Valley RC Flyers" | 2012-238
- September 2 | Combat Graffiti Picnic | Fun Fly | 9:00:am | 1 Day | Main Club Field | VANCOUVER GAS MODEL CLUB | Barrie Hobkirk | 604-241-5891 | barriehobkirk@shaw.ca | Sept 2,2012 Combat Graffiti Picnic. By donation Richmond Model Airplane Park, Rice Mill Road, Richmond, BC. Sponsored by VGMC, c/o Barrie Hobkirk. 2 classes - .35 vintage glow, .15 vintage diesel. The intent of the event is to build and fly pre 1963 combat models with points for both model & matches. For rules , video, article & updates see

# Calendar of Events



'combat graffiti' on the 'flying lines' website.  
HTTP://FLYINGLINES.ORG.KB.GRAFFITI.  
HTML | 2012-355

September 8 | BC Precision Aerobatics Championships | Competition | 9:45:am | 2 Days | Main Club Field | VICTORIA RADIO CONTROL MODELERS | Dave Reaville | (250) 727-8918 | dave.reaville@gmail.com | All classes will be flown -Sportsman, Intermediate, Advanced, Masters & FAI (P and F-13 planned) Pilots meeting Saturday @ 9:45 am with wheels up at 10:00 am sharp. Entry is \$25 (\$10 for first time Sportsman.) Entry includes light lunch both days and dinner on Saturday night. Guest dinners are also available for \$10 each. Primitive rough camping on site (no power, sewer or running water). Motels close by if you prefer. As always, MAAC/AMA membership required! Noise limits in effect and enforced. In an effort to minimize delays please register early so that your data can be entered into the scoring computer. Payment can be made upon arrival at the contest. Club safety rules require that all planes must be technically inspected prior to flight at this field. Your cooperation is greatly appreciated. | 2012-184

## QUEBEC - I

June 2 | Aéroflotte 2012 | Fun Fly | 2 Days | CLUB AVION RADIO CONTROLE TROIS-RIVIERES | Parc portuaire | Pour faire suite à l'édition 2011 qui fut un grand succès: Aéroflotte 2012 9e édition Nous sommes heureux de vous faire part que nous rééditons pour une 9e année cet événement, comme par le passé nous avons des emplacements gratuits pour vos roulottes et autre, l'ouverture du site se fera dès le vendredi matin (1er juin) pour vous installer convenablement. Le prix de l'inscription est de \$5.00 et vous donne droit en plus de voler à un t-shirt au nom de l'événement ainsi qu'à un coupon de tirage pour un ou des prix offert par le Centre du Hobby de Trois-Rivières (tabagie du boulevard) On vous attends en grand nombre. Il est à noter que le CARC Trois-Rivières fête cette année sont 40e anniversaire. | Lawrence Michaud | 819-244-5545 (cell) | lawrence50@sympatico.ca

June 30 | Compétition imac 2012 | Competition | 2 Days | Main Club Field | CLUB AIR MODELISTE | compétition imac 2012 qui aura lieu le 30 juin et 1 juillet au club air modéliste venez nous voir en grand nombre et surtout participer merci C.D. Stéphane Corriveau | Stéphane Corriveau | 418 843-1487 | ultimate3w@hotmail.com | 2012-231

July 7 | Rendez-vous du Teleguide | Fun Fly | 2 Days | CLUB MODELISTES SOL AIR BOIS FRANCS | Aeroport Regional Andre-Fortin Victoriaville | Le club Modelistes Sol-Air de Victoriaville organise son fun fly d'été à l'Aéroport Andre-Fortin de Victoriaville les 7 et 8 juillet 2012. Comme par le passé, l'entrée est gratuite pour tous. Un souper sera servi le samedi soir. nous prendrons les

reservations le samedi a l inscription des pilotes. Possibilité de camping sauvage sur place. Bienvenue a tous. Pour information contactez Roch Simard au 819-260-1706 ou par courriel roch.simard@videotron.ca . | Roch Simard | 819-260-1706 | roch.simard@videotron.ca

August 18 | Fun Fly 2012 | Fun Fly | 2 Days | Aéroport de St-Honoré de Chicoutimi | CLUB AEROMODELISME SAGUENAY INC | Le Club Aéromodélisme Saguenay Inc, invite cordialement tous les pilotes à participer, à son Fun Fly d'avions et d'hélicoptères téléguisés, qui se tiendra à l'aéroport de St-Honoré de Chicoutimi. L'ouverture se fera à 9:00 heures le samedi 18 Août 2012 pour se terminer dimanche le 19 à 5:00 heures. La piste 06-24 servira pour les avions seulement et les pilotes d'hélicoptères pourront voler sur la voie de circulation Alpha, ils devront être munis de transmetteurs 2.4 ghz. | Roger Martel | 418-673-4462 | faro1@videotron.ca | 2012-260

September 1 | Funfly annuel de la Fête du Travail | Fun Fly | 2 Days | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | Main Club Field | Le Club Phoenix invite tous les modélistes à participer à son Funfly annuel de la Fête du Travail à son terrain de Saint-Jean-de-la-Lande près de Saint-Georges de Beauce. Les 1er et 2 septembre 2012, venez voler sur un des plus beaux sites de vol au Québec. Avions, jets et hélicoptères sont les bienvenus sur notre piste principale gazonnée 'vert de golf' de 600 pieds. Stationnement, camping sans service, toilettes et restauration sur place. Au plaisir de vous rencontrer ! Les 15 premières minutes de chaque heure réservées aux hélicoptères. | André Pépin | 418-225-4947 | andepépin87@hotmail.com | 2012-313

## ST. LAWRENCE - J

June 1 | International Jets Téléguisés de Sherbrooke | Fun Fly | 10:00:am | 3 Days | Aéroport de Sherbrooke | ST LAWRENCE ZONE | Robin Leblond | 514-451-3403 | robinleblond@gmail.com | Le 1, 2 et 3 juin prochain aura lieu un Jets Rallye, l'événement durera 3 jours avec une période de vol de 9h30 le matin à 20h le soir sans interruption. Bien que seuls les jets soient autorisés à voler, les clubs du Québec sont invités à venir en tant qu'exposant, autant pour montrer leurs modèles que pour parler de leur club aux potentiels nouveaux membres, c'est-à-dire nos visiteurs. L'événement sera très médiatisé et devrait attirer en plus des pilotes de jets, des commanditaires liés au monde du Jets radiogués, un bon nombre de visiteurs. C'est une belle occasion de mettre en valeur notre hobby sous toutes ses formes. Bien entendu, tous les pilotes de jets sont les bienvenues, je les invites à visiter notre site web pour s'inscrire ou pour obtenir nos coordonnées. Je vous invite tous à visiter notre site web où vous trouverez tous les renseignements au sujet de l'événement, et via lequel vous pour-

rez nous joindre. www.RcRallies.com On June 1, 2 and 3 will be a Jets Rally, the event will last three days with a flight period from 9:30am to 8pm without interruption. While only be allowed to fly jets, the Quebec clubs are invited to come as an exhibitor, both to show their models and to talk about their club to our potential new members, is to tell our visitors. The event will be highly publicized and is expected to attract not only jets pilots, and sponsors, but a good number of visitors. This is a great opportunity to showcase our hobby in all its forms. Of course, all jet pilots are welcome, I invite them to visit our website to register or for contact information. I invite all of you to visit our website where you can find all information about the event and through which you can reach us. Robin Leblond, Contest Director | 2012-222

June 29 | Club CRASH Funfly 2012 | Fun Fly | 10:00:am | 3 Days | Main Club Field | CLUB DE RADIO-COMMANDE AERONAUTIQUE SPECIALISE EN HELICOPTERES | Francois Gelinas | 514-992-7266 | FunFly du club CRASH 2012, cette année le provincial de l'hélicoptère se tiendra à notre club. Comme tous les deux ans, nous organisons un FunFly grandiose avec 3 pilotes professionnelles, Markus Kim, Kyle S Tracy et Nick Maxwell, ils seront présents les 3 jours pour notre grand plaisir. Démonstrations des pilotes, concours, vol de nuit, vol libre, tirages, prix de présence. Une cantine avec nourriture. Gratuit pour les spectateurs. Événement pour tout la famille. Pour plus de détail, consulter notre site internet au www.clubcrash.ca | 2012-216

July 20 | 2012 Aerotow in Lacolle QC | Fun Fly | 9:00:am | 3 Days | Main Club Field | CLUB R/C LES ARPENTS V'AIR | Daniel Plouffe | 450-248-2728 | dplouffe@bell.net | July 20,21,22,2012 - 2nd Annual Aerotow in Lacolle QC Club R/C Les Arpents V'Air, rang Grande Ligne, Lacolle QC with the collaboration of RCAerotowing.com and sponsored by AMR-RC will host it's Second Annual Aerotowing Event. Following the 2011 success we are now pleased to invite you to join us either as spectators or as flyers. This is not the 'usual' Fun Fly but an event open only to tow planes and gliders from 09:00am to 5:30 pm each day. Open to all till dusk. There is no visitor fees but bring your lawn chairs! Everyone onsite will be more than happy to answer questions you might have. For pilots: Pre-registration would be appreciated. MAAC or AMA registration card req'd. There is a registration fee of 30\$ to cover the 3 days event and includes the Saturday night banquet and the prize raffle. AMR-RC and many other sponsors will be onsite. There is dry camping possibility for registered pilots onsite. Pilot meeting each day at 09:00 am. Many tow planes for all sizes of gliders will be available. A food vendor will be onsite every day at noon time. Much more to come. All size of gliders from foamies to 11m (wingspan) will be flying. For more details, location and pre-registration please visit: www.rcaerotowing.com Contacts:Daniel

# Calendar of Events



Plouffe | dplouffe@bell.net | Len Buffinton  
| lbuff1@comcast.net | 2012-205

August 4 | Festival Aérien | Fun Fly | 9:00:am  
| 2 Days | Main Club Field | CLUB AERO-  
MODELES ASBESTOS | Serge Auger | 819  
878-3253 | aubou123@videotron.ca | Le  
Club Aéromodèles Asbestos organise son festi-  
val aérien les 4 et 5 août. Un service de  
restauration sera sur place durant la journée.  
Vous pouvez camper sur place mais sans ser-  
vice. Il est possible d'arriver le vendredi. Très  
belle piste gazonnée, dans un environnement  
paisible. L'entrée est gratuite. Bienvenue  
à tous les pilotes (jets, avions, hélicoptères).  
N'oubliez pas d'apporter vos avions de comb-  
at électriques. Pour indication routière,  
consulter notre site internet: [http://www.  
clubaeromodelesasbestos.com](http://www.clubaeromodelesasbestos.com) Pour informa-  
tion s'adresser à Richard Cloutier au 819  
879-2633 ou Serge Auger au 819 878-3253.  
| 2012-85

August 11 | 50 eme anniversaire / 50th anni-  
versary | Fun Fly | 8:00:am | 2 Days | Main  
Club Field | M.A.R.S INC. | Normand Ouel-  
lette | 800 898 2292 | normand@clubtrans-  
portfob.com | 50 Years!WoW! Join us at  
Club MARS and celebrate 50 years of fun,  
passion and excitement at our field on August  
11 & 12 2012. Bring your favorite models for  
flying, display or just meet friends. 50 ans  
ça se fête! Venez vous joindre à nous et célé-  
brer 50 ans de plaisir, de passion et de joie de  
vivre au Club MARS les 11 et 12 août 2012.  
Apportez avec vous vos modèles préférés pour  
les faire voler, les exposer ou simplement ren-  
contrer vos amis. Normand Ouellette Club  
MARS | 2012-291

September 8 | Fun Fly 2012 | Fun Fly |  
9:00:am | 2 Days | Main Club Field | AIR  
CALM INC. | Claude Mathieu | | claudema-  
thieu@videtron.ca | Vous êtes cordialement  
invités à participer à notre Fun-Fly annuel  
les 8 et 9 septembre 2012. L'entrée est gratui-  
te. Possibilité de camping sauvage pour tente  
et roulotte. Il est possible d'arriver le vendred-  
i. Consulter notre site internet: [clubaircalm.  
org](http://clubaircalm.org) pour les indications routières. Bienvenue à  
tous. | 2012-344

## SASKATCHEWAN - K

June 1 | SHAG 2012 | Fun Fly | 5:00:pm |  
3 Days | Main Club Field | HUB CITY RA-  
DIO CONTROL CLUB INC | Colten Edwards  
| 306-493-8239 | cd.edwards@sasktel.net  
| Saskatoon Helicopter Annual Gathering  
2012. Come enjoy a fun weekend of helicopter  
flying in sunny Saskatoon. This is a well at-  
tended event from as far away as Minnesota  
and Victoria BC. This is a two day event with  
preliminary startup on Friday. More informa-  
tion will be published on the website [http://  
shag.thebadbeaver.com](http://shag.thebadbeaver.com) | 2012-73

June 8 | Fairview Dam Float Fly | Fun Fly |  
9:00:am | 3 Days | Fairview Dam | SWIFT  
WINGS RC FLYING CLUB INC | Grant  
Johnson | 1-306-882-2170 | g.v.johnson@  
sasktel.net | Dry camping, power hook  
up, camp kitchen. | 2012-183

June 16 | Fun Fly | Fun Fly | 6:00:am | 1 Day  
| Main Club Field | MOOSE JAW R/C AIR-  
CRAFT CLUB | Jan Weisner | 306-690-  
6012 | j.weisner@mac.com | Moose Jaw RC  
Airplane Fun Fly on Saturday June 16, 2012  
Open to all Pilots that have 2012 MAAC  
membership. Register with Event Coordi-  
nators on the 16th with \$5.00 Landing Fee.  
Event coordinator for the event is Jan Weis-  
ner @ 306-690-6012. | 2012-117

June 23 | pylon racing | Competition | 9:00:am  
| 2 Days | Main Club Field | REGINA  
WINDY FLYERS INC. | Henry Redekop |  
same | hmredkop@sasktel.net | Pylon rac-  
ing at Regina Windy Flyers club field on June  
23,24/12 Q-500 is on Saturday and Q-40 on  
Sunday. Pre-registration is appreciated. Pil-  
ot meeting 9:30 AM both days. | 2012-332

June 23 | SWHELIFLY | Fun Fly | 9:00:am |  
2 Days | Main Club Field | SWIFT WINGS  
RC FLYING CLUB INC | same as Director |  
306 773 1436 | glen.c@sasktel.net | Swift  
Wings Firest all Heli fun fly Two days. all  
heli flying with three separate pads to fly your  
heart out Concession will be open both days  
Impound will be run for transmitters Maac is  
a must dont forget to have your MAAC Num-  
ber with you Pilots meeting at 9.00 am both  
days Hope to see you then | 2012-27

July 14 | Saskatchewan Provincial Fun Fly |  
Fun Fly | 9:00:am | 2 Days | Main Club  
Field | HUB CITY RADIO CONTROL CLUB  
INC | Lyle Mudd | 306-384-7916 | lyl-  
emudd@shaw.ca | Saskatchewan's Provin-  
cial Fun Fly is being held this year in sunny  
Saskatoon. This is a two day event of flying  
and meeting other's from around the province.  
There will be a swap meet as well on Satur-  
day, so bring your good 'stuff' and some ex-  
tra money for someone else's good 'stuff'. |  
2012-70

July 21 | Regina Windy Flyers Fun Fly | Fun  
Fly | 10:00:am | 1 Day | Main Club Field  
| REGINA WINDY FLYERS INC. | Dar-  
ryl Erbach | 306-586-8288 | | Funfly event  
being held at our field (please see our web-  
site address for directions) [http://nonprof-  
its.accesscomm.ca/reginaflyers/findus.html](http://nonprof-<br/>its.accesscomm.ca/reginaflyers/findus.html)  
When July 21,2012 RAINOUT DATE JULY  
22,2012 Flying will be from 10am until  
whenever Small session will be available  
between 12pm-1:30pm. BBQ will be avail-  
able if anybody wants to bring their own food  
to cook. Please bring your own lawnchairs  
and beverage of choice for the evening bon-  
fire/bs session. MAAC/AMA is needed in  
order to fly at this event. Hope to see lots of  
people out for this event. | 2012-343

August 5 | Wolseley Dam Days | Air Show/  
Demo | 10:00:am | 1 Day | Wolseley High  
School | REGINA WINDY FLYERS INC.  
| Heinz Pantel | (306) 781-7400 | hn-  
zupntl@gmail.com | This is the third 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 manicured grass field located right

behind the local high school with lots of room  
for flying. The Wolseley Dam Day event actu-  
ally 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. | 2012-316

August 11 | 11th Giant Scale Rally | Fun Fly  
| 9:00:am | 2 Days | Main Club Field |  
SWIFT WINGS RC FLYING CLUB INC |  
Glen Chase | 306 773 1436 | glen.c@sask-  
tel.net | Swift Wing 11th Giant Scale Rally  
will take place at Chase Field in Skyline Park  
Swift Current SK. Two full Day's of flying  
your pride and joy Gate will be open Friday  
for anyone coming early RULES Mono-  
planes 80' span: By planes is 60' and Jet is  
140'.. includes span & length OR 1/4 SCALE  
OFF ANY FULL SIZE PLANE MAAC weight  
rules apply. Gassers will need electronic shut  
off and kill switch on engines Inspection, Pilot  
meeting, registration, and show of MAAC  
Card will Happen so come prepared we wel-  
come you all AS ABOVE TWO FULL DAYS  
OF FFLYING YOUR FAVORITE BIRD |  
2012-28

September 22 | Fun Fly | Fun Fly | 6:00:am |  
1 Day | Main Club Field | MOOSE JAW R/C  
AIRCRAFT CLUB | Jan Weisner | 306-690-  
6012 | j.weisner@mac.com | Moose Jaw  
RC Airplane Fun Fly on Saturday September  
22, 2012 Open to all Pilots that have 2012  
MAAC membership. Register with Event Co-  
ordinators on the 16th with \$5.00 Landing  
Fee. Event coordinator for the event is Jan  
Weisner @ 306-690-6012. | 2012-118

## SOUTH EAST - L

May 26 | Aurora Barnstormers | Fun Fly |  
9:00:am | 1 Day | Main Club Field | AU-  
RORA MODEL AIRCRAFT CLUB | Mat-  
thew Stikeman | | mstikeman@gmail.com  
| Multi wing aircraft fun fly at Aurora Model  
Aircraft Club field. Bring your biplane, tri-  
plane or multi-rotor head heli. No co-ax. Easy  
access, located at 404 & Leslie. Free to MAAC  
members. Must preregister with event direc-  
tor. Rain date next day, Sunday May 27/12.  
| 2012-169

June 2 | Toronto & District Control Line Cham-  
pionships | Competition | 8:00:am | 2 Days  
| Main Club Field | BALSA BEAVERS MFC  
INC. | Chris Brownhill | 416-452-8820 |  
cbrownhill@sympatico.ca | June 2/3 2012  
Toronto & District Control Line Champi-  
onships Location: Centennial Park Flying  
Circles, Centennial Park, Etobicoke,  
(Toronto) Ontario. Starting time:  
8:00AM June 2 events: 80 MPH Combat,  
Profile Scale, Old Time Stunt, Sport Race  
June 3 events: FAI Combat, FAI Stunt, Pro-  
file Stunt, Novice Aerobatics, Sport Scale.  
Entry Fees: \$ 20.00 1st event, \$ 10.00 2nd  
event to a maximum of \$ 30.00 Contest Di-  
rector: Chris Brownhill Email: [cbrownhill@  
sympatico.ca](mailto:cbrownhill@sympatico.ca) | 2012-333

June 9 | Oakville Milton Electric Fun fly | Fun  
Fly | 10:00:am | 1 Day | Main Club Field  
| OAKVILLE MFC INC. | Jack Linghorne

# Calendar of Events



| 416-233-0230 | | Oakville Milton Electric Fun Fly on Event Date: Saturday June 9, 2012 Rainday: Sunday June 10, 2012. Time: 10:00am until 4:00pm. Food and drinks will be available. Win Prizes in the draw. Our Electric Fun Fly is open to all current MAAC members in good standing. Come on out and join in the fun. Bring your favorite electric planes big or small. For more information, contact Jack Linghorne at (416) 233-0230. | 2012-93

June 16 | FUNnSUN Fun FLY | Fun Fly | 9:30:am | 1 Day | Main Club Field | PETERBOROUGH R/C CLUB INC. | Richard Orr, Pres | 705 749 9385 | dorr41@cogeco.ca | 'FUNnSUN' Fun Fly by Peterborough Radio Control Model Flying Club will be held at Brown's Field Saturday 0930 June 16/12, rain date Sun 17. This will be an informal flying event including some competitive challenges staged during the day on a sign in basis. All types of aircraft welcome. Lunch will be available. Contact Mel Johnson (mel169@mac.com), or Richard Orr (dorr41@cogeco.ca). See MAAC website or (www.prcmfc.net) for directions to our club field, 5 km East of Douro, Ont.' | 2012-290

June 24 | Annual Air Show | Air Show/Demo | 12:30:pm | 1 Day | Main Club Field | OAKVILLE MFC INC. | John Pretty | 905-842-3825 | jnpretty@bell.net | The Oakville Milton Flying Club will be having its Annual Airshow in support of the Oakville Fareshare Food Bank on Father's day, June 24th, 2012. The show will be held between the hours of 12:30pm to 3:00pm at the club flying field located at Drumquin Park in Milton. Food and drinks will be available. There will be a variety of models performing including war birds, aerobatic planes, gliders and some special surprises. After the show the visitors are invited to fly some of our training planes that will be made available for use under the direction and supervision of club instructors. To get to the field from the South take Trafalgar road north to Britannia Road and turn Left at the lights. Proceed west approximately 200 yards to the Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. From the North take Trafalgar road south to Britannia road and turn right at the lights. Proceed west approximately 200 yards to the Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. The public is asked to make a donation of food or cash for the Food Bank by way of admission. | 2012-90

June 30 | Canadian Nationals & Team Trials | Competition | 9:30:am | 2 Days | Main Club Field | PINE RIDGE RADIO CONTROLLED MODEL FLYING CLUB INC. | Harry Ells | 905-342-2128 | haryells@gmail.com | Please come to the Canadian National Precision Aerobatic Contest Team Trial June 30th and July 1st, 2012. Rain date July 2, 2012. Registration begins at 9.30 AM. Field open for practice Friday June 29th at 11:00 AM. competition starts at 10:30AM Saturday and Sunday. Contact Harry Ells for team trial

info at 905-342-2128 or e-mail at haryells@gmail.com | 2012-345

July 14 | OMFC Summer Fun fly | Fun Fly | 9:30:am | 1 Day | Main Club Field | OAKVILLE MFC INC. | Terry Sears | (905)-844-4048 | searst7281@hotmail.com | All Oakville Milton Flying Club members and family are invited to come out to our main flying field. This is your event come on out and support your club. Bring your favourite aircraft. All types of models are welcome. Enjoy a great day of flying and fun with your fellow club members. Weather permitting. Food and Drinks will be available. Draw prizes for lucky fliers. See you there. | 2012-92

July 21 | Annual Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | ORILLIA AERO MODELLERS | Mark Wandel | 705-327-3158 | mark.wandel@sympatico.ca | Plan to attend the Orillia Aero Modellers Annual Fun Fly Saturday July 21, Rain Date Sunday July 22. All types of models welcome from control line, to electric, glow, and gas powered, including airplanes and helicopters. Lunch and refreshments will be available. There will be door prizes and flying demonstrations. Bring the whole family for a day of fun in the sun. | 2012-143

July 21 | Murray Chercover 2nd Memorial Fly-In | Fun Fly | 9:30:am | 2 Days | Main Club Field | RC 400 CLUB | Jim Bisson, | same as above | jim@bissonmufflers.com | Welcome to the Murray Chercover 2nd Memorial Fly-In SAT. JULY 21 SUNDAY July 22 Place--RC-400 Club HWY 89 & HWY 400 Landing Fee--\$7.00 Event will be catered Event will be held on Al Walker's 100 acre sod farm Contact information: Jim Bisson-705-389-3316 Doug Cooper-705-739-8605 Larry Pearce-705-429-4494 | 2012-286

July 28 | 2012 Oakville Milton Precision Aerobatic Contest | Competition | 9:00:am | 2 Days | Main Club Field | OAKVILLE MFC INC. | Jim Eichenberg | (905)-849-9721 | jeichen@idirect.com | 2012 Oakville Milton Precision Aerobatic Contest Hosted by the Oakville Milton Flying Club July 28th and 29th 2012. 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. | 2012-91

August 11 | Kawartha Classic Scale | Competition | 9:00:am | 2 Days | Main Club Field

| KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | Peter Conquer-good | 705-878-7507 | pconquer@gmail.com | Aug 11-12, 2012. RC Scale Contest. KAWARTHA CLASSIC SCALE CONTEST; SOUTHEAST ONTARIO ZONE SCALE CHAMPIONSHIP; EASTERN CANADA US SCALEMASTERS QUALIFIER; and TOP GUN QUALIFIER; all in one great event hosted by the Kawartha Lakes R/C Flyers. Contest categories will be Fun Scale, Advanced Open, and Expert Scale. There will be a separate Southeast Ontario Zone Championship award. See the MAAC website for scale rules. MAAC/AMA membership required. Pre-registration is encouraged. New this year - Advanced Open Class - see website for details. Visit our web page at www.kawarthaclassicscale.com for more information on location, registration, rules, and accommodation. Static Judging - Saturday 9 am. Flying starts Saturday 10:30 and Sunday at 9:00 a.m. Preregistration Fee, until July 27th, will be \$20. Registration after July 27th will be \$25. A concession booth will be operated. On-site, non-serviced camping is allowed. The Kawartha Lakes Flyers field is located about 4 km east of Lindsay (Hwy 36) at 571 Pigeon Lake Road (County Road 17). For more information, contact Peter Conquergood at (705) 738-6349, or e-mail: info@kawarthaclassicscale.com | 2012-284

August 11 | Oakville Milton Flying Club Aerotow | Fun Fly | 9:00:am | 1 Day | South Field | OAKVILLE MFC INC. | Jim Eichenberg | (905)-849-9721 | jeichen@idirect.com | This year August 11th, and rainyday August 12th is our 13th year hosting this event. Start time 9:00am. This event will be held at the Oakville south field located at Trafalgar and Dundas NW corner. 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 enjoy a day of silent flight. Meet some old friends or make some new ones. This event is open to current MAAC members in good standing. Food and Drinks will be available. | 2012-94

August 18 | Corn Cob Float Fly | Fun Fly | 9:00:am | 1 Day | Club Pond | BEETON RC FLYERS | Bill Turkington | 705 458-0330 | tspitfireman@primus.ca | Beeton R/C Flyers are hosting their third annual Corn Cob Float Fly at the club pond on August 18th 2012, registration 9.00am with a \$8.00 splash down fee. For directions to the site please visit the club web site beetonrcflyers.org or call Bill Turkington, 705 458-0330, or Rick Byers, 905 729-2167, for more information | 2012-112

August 25 | Oakville Milton Flying Club Heli Fun Fly | Fun Fly | 9:00:am | 1 Day | South Field | OAKVILLE MFC INC. | Jodie McConnell | (416)-220-3891 | limitlss@gmail.com | The Oakville Milton Flying Club is proud to host a Heli Fun Fly on Saturday Au-

# Calendar of Events



- gust 25th 2012 at 9am at our South Field at Trafalgar and Dundas NW corner. All types of Helicopters are welcome and pilots must be current MAAC or AMA members. Entry Fee \$15.00 Special guests, prizes and cash BBQ lunch. Contact: Jody McConnell (416)220-3891. limitlss@gmail.com. | 2012-95
- September 1 | 7TH ANNUAL KAWARTHA LAKES PA CONTEST | Competition | 8:30:am | 2 Days | Main Club Field | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | Harry Ells | 905-342-2128 | harryells@gmail.com | Registration Saturday Sept 1 from 8:30 AM - 9:00 AM. Flying starts at 9:30AM Saturday and 9:00 AM Sunday. Please pre-register by emailing name, class,frequency, & MAAC number to harryells@gmail.com | 2012-346
- September 15 | TENTH ANNUAL SCALE RALLY | Fun Fly | 10:00:am | 1 Day | Main Club Field | LONG SAULT FLYERS | Dave Coutie | 905-723-7500 | dcoutie@rogers.com | LONG SAULT FLYERS TENTH ANNUAL SCALE RALLY SATURDAY SEPTEMBER 15, 2012 (Rain Date September 16)10:00AM START. Scale and stand-off 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. \$10.00 entry fee. Current MAAC or AMA membership required to fly (membership card must be presented). Lunch available at the field. For more information contact Dave Coutie 905-723-7500 or visit our website at www.lsflyers.com | 2012-242
- September 22 | Balsa Beavers 55th Anniversary Event | Competition | 8:30:am | 2 Days | Main Club Field | Balsa Beavers MFC INC. | Chris Brownhill | 416-452-8820 | cbrownhill@sympatico.ca | September 22/23 2012 Balsa Beavers 55th Anniversary Event Location: Centennial Park Flying Circles, Centennial Park, Etobicoke (Toronto), Ontario Entry fees: \$10.00 per event, \$ 20.00 for Sport Race Marathon Starting time: 8:30AM Sept. 22 events: FAI Combat, Musciano event, 1/2A Profile Scale Sept. 23 event: 100 Mile Sport Race Marathon Contact: Chris Brownhill Email: cbrownhill@sympatico.ca | 2012-334
- September 22 | Oakville Milton Flying Club Scale Fun Fly | Fun Fly | 9:00:am | 1 Day | South Field | OAKVILLE MFC INC. | Terry Sears | (905)-844-4048 | searst7281@hotmail.com | Oakville Milton Flying Club welcomes you to a one day Scale Fun Fly on Saturday September 22, 2012 from 9:00am until 4:00pm. All types of Scale Aircraft are welcome to fly or be displayed. Draw prizes to lucky pilots. Open to all clubs. A current MAAC or AMA membership is required. Food and drinks will be available. For more information, contact Terry Sears at (905)-844-4048 or email: billisfun@rogers.com See you at the field. | 2012-111
- May 26 | Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | FOREST LAKESIDE FLYERS | Stuart Schroeder | 519-344-1253 | stuart.schroeder@distributel.net | Saturday May 26, 2012- Forest Lakeside Flyers Annual Fun Fly at their Proof Line Road Club Field, west off Hwy 21 approx 4 Kms north of Forest Ontario. Refreshments available, no events, no entry fees, great flying site. Flying 9am til 4 pm. Rain Date: Sunday May 27th Contact: Stuart Schroeder 519-344-1253 | 2012-51
- June 9 | Jets Feast Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | FOREST LAKESIDE FLYERS | Brad Metcalf | 519-786-3897 | bmetcalf@xcelco.on.ca | Forest Lakeside Flyers invites all Turbine, Ducted Fan and EDF pilots to our Jets Feast Fun Fly in Forest (J4Fs). We are 45 minutes west of London on the 402. We have a 450' x 440' grass field with no obstructions, we are able to take-off and land into the wind at all time. To date we have had six different turbine powered jets fly here. I believe this will be a great 'warm up event'. The date is June 9th. Friday June 8th pilots can get all set up and do maiden flights etc. The rain date is sunday June 10th. Flying starts at 9:00 am until dark. The more jets we have the more we can do. All jets (turbine, glow and EDF ) and jets enthusiasts are welcome. Parking is available for cargo trailers and camping trailers but no hook ups. Forest Golf and Country Hotel has rooms available. There will a concession booth on site for food etc. Contact Brad 'Maddog' Metcalf at 519-786-3897 or email me at bmetcalf@xcelco.on.ca | 2012-157
- June 10 | New Hamburg RC Club Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | NEW HAMBURG R/C CLUB | Steve Martin | 519-662-3961 | sjm\_61@yahoo.com | Welcome to the New Hamburg R/C Club Fun Fly Sunday June 10th 9:00am to 3:00pm Food and Drinks will be available Contact Steve Martin for more information sjm\_61@yahoo.com or 519-662-3961 | 2012-190
- June 16 | Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | SAUGEEN RC FLYERS | Eric Wilston | 519-364-7769 | | The Saugeen RC Flyers invites all pilots to their fun fly. Open to the public and qualified RC pilots. Event starts at 10 am on June 16th. June 17th will be the rain date. | 2012-49
- June 24 | Stratford Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | STRATFORD MODEL CLUB | Calryle Anderson | | bmx\_photo@hotmail.com | Come join us in Stratford for our annual FunFly on June 24 @ 9:00 am. Please check our website for directions and more information. www.StratfordModelClub.ca | 2012-159
- June 24 | Tillsonburg electric funfly | Fun Fly | 10:00:am | 1 Day | 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 fun fly. Date is June 24 2012. Flying starts at 10am. Food and refreshments are available. Contact Paul Arthur, 519-842-2943 or email aviationrc@sympatico.ca. We hope to see you there. | 2012-182
- June 30 | **CANCELLED** | Otterville Flying Club Fun-Fly | Fun Fly | 9:30:am | 2 Days | Main Club Field | OTTERVILLE RADIO CONTROL FLYING CLUB INC. | Jamie Fleming | 519-424-2351 | j4242351@oxford.net | The Otterville Radio Control Flying Club will be hosting their 21st annual fun fly on June 30th and July 1st. Come and help us celebrate. Flying begins at 9:30 am daily. Each time you fly your name will be entered into a draw for one of several aircrafts. WIN \$400.00 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! | 2012-156 | **CANCELLED**
- July 7 | Annual Scale Rally | Fun Fly | 9:00:am | 1 Day | Main Club Field | FOREST LAKESIDE FLYERS | Stuart Schroeder | 519-344-1253 | stuart.schroeder@distributel.net | Saturday July 7, 2012- Forest Lakeside Flyers Annual Scale Rally at their Club Field, west off Hwy 21 on the Proof Line Road approx 4 Kms north of Forest Ontario. Refreshments available, great flying site, lots of visitors. Flying 9 am to 4 pm. Rain Date: Sunday July 8th. Contact: Stuart Schroeder 519-344-1253 | 2012-52
- July 8 | Mac Rowe Memorial Fun Fly | Fun Fly | 10:00:am | 1 Day | Main Club Field | WOODSTOCK RADIO CONTROL FLYING CLUB | Steve Raper | 519 537 1507 | | Woodstock RC Flying Club Mac Rowe Memorial Fun Fly July 8 2012 10:00 - 3:00 All types of planes helis welcome. Food booth open all day, pilot draws. Come and enjoy a day of flying. No rain date. Visit our web site for more information and directions. www.woostockrcflyingclub.ca | 2012-39
- July 14 | Annual Barnstormers FunFly | Fun Fly | 9:00:am | 1 Day | 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 2012 Maac members to attend our annual FunFly to be held at Cruickshank's field on Sat. July 14th from 9AM ~ 4PM. No fees, no fuss, just fun and flying. Refreshments available on site. | 2012-50
- July 21 | Wings and Wheels 2012 | Air Show/ Demo | 9:00:am | 3 Days | Chatham Kent Municipal Airport | CHATHAM AERONAUTS | Cliff Russel | 519-352-6108 | rcmam@bell.net | The Chatham Aeronauts presents WINGS and WHEELS 2012 (always scheduled on the 3rd full weekend of

## SOUTH WEST - M

# Calendar of Events



July). Our annual Scale Fly-In and Custom Car Show at the Chatham-Kent Municipal Airport, July 20,21,22, 2012, 9:00 am to 5:00 pm on both paved and grass runways. The car show is scheduled for Saturday only. Registration for the car show is \$5.00 and attendance prizes will be awarded. Registration is open to all classes of scale aircraft. All jets are welcome! Landing fee is \$10.00 preregistered before July 1, 2012, and \$15.00 at the event. Go to [www.chathamaeronauts.com](http://www.chathamaeronauts.com) to pre register. Payment by Pay Pal or cheque is available. This year the new and improved Saturday night Steak BBQ includes salad, baked potato, vegetable, and dessert. Meal cost will be \$20.00. Prize draws will be held during the Saturday BBQ. This event is supporting the Blenheim Kinsmen, Chatham Kent Boy Scouts and the Chatham Air Cadet 294 Squadron who appreciate your support. For more information, contact Cliff Russell at 519-352-6108 or email at [rcman@bell.net](mailto:rcman@bell.net) See you there. Charging and overnight storage is available as well as on site primitive camping. MAAC/AMA membership is required for all fliers. | 2012-168

July 21 | Kincardine Cloudbusters Fun-Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | KINCARDINE CLOUDBUSTERS | Andris Freimanis | (519) 396-9074 | [freimanisa@tnt21.com](mailto:freimanisa@tnt21.com) | Kincardine Cloudbusters Fun-Fly. Come out and enjoy a great day of flying with the Kincardine Cloudbusters at the club field on July 21, 2012. Food and refreshments will be available. Bring a lawn chair, sunscreen and a fellow member from your club. All are welcome...see you then. | 2012-189

July 27 | Wingham Jets 2012 | Fun Fly | 9:00:am | 3 Days | Wingham Airport | WINGHAM JET CLUB | Angus McDonald | 519-291-1960 ext 229 | [angus57@golden.net](mailto:angus57@golden.net) | \$30 for Pilots, includes Saturday BBQ dinner, \$5 per car load for spectators. Friday is set-up and test flying, no spectators. | 2012-235

August 4 | Memorial Scale Rally | Fun Fly | 9:00:am | 1 Day | Main Club Field | BLUEWATER R/C FLYERS | Paul Chitty | 5194918186 | | The Bluewater RC Flyers club will be hosting the annual Memori-

al Scale Rally at the club field on August the 4th. The event is open to all scale model aircraft of any era and size. It is not a competition just a day of fun and fellowship so come on out and have a fun. No Landing fee. \$5.00 a car for spectators | 2012-167

August 18 | Model Airshow and Fun Fly | Air Show/Demo | 9:00:am | 2 Days | Goderich Municipal Airport | SKY HARBOUR MODELERS | Jeff Squire | 519-524-5241 | [jeff\\_squire5@hotmail.com](mailto:jeff_squire5@hotmail.com) | Sky Harbour Modellers 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. The model airshow and fun fly will take place on Saturday August 18th from 9am till 5pm and Sunday August 19th from 9am till 3pm. Mostly open flying times except for airshow which goes Saturday and Sunday from noon till 1pm and also some time periods reserved for turbine models only. Pilot prizes to be won and food available on site to purchase. No overnight camping on site, but available nearby. Bring proof of valid MAAC. \$5 entry pilot fee per day. Contact Jeff Squire at [jeff\\_squire5@hotmail.com](mailto:jeff_squire5@hotmail.com) or 519-524-5241 for more info. | 2012-89

August 18 | Tillsonburg open funfly | Fun Fly | 10:00:am | 1 Day | Main Club Field | TILLSONBURG RADIO CONTROL FLYING CLUB | Paul Arthur | 519 842 2943 | [aviationrc@sympatico.ca](mailto:aviationrc@sympatico.ca) | Tillsonburg radio control flying club invites you to our open funfly. Fly your electric, glow or gasser. The date is August 18, 2012. Flying starts at 10:00am until whenever. Food and refreshments available. Contact Paul Arthur, Phone 519-842-2943 or email at [aviationrc@sympatico.ca](mailto:aviationrc@sympatico.ca) Hope to see you there. | 2012-191

September 15 | Annual Fall Fun Fly | Fun Fly | 9:00:am | 1 Day | Main Club Field | FOREST CITY FLYERS INC | Art Lane | 519 685 7002 | | September 15 | Fun Fly | Annual Fall Fun Fly | 1 day | Forest Coty Flyers Talbotville | Join the Forest City Flyers for our annual Fall Fun Fly | no fees | Nitro, Electric and gas powered are all welcome | Event starts at 9 am. Contact Art Lane for details 519-685-7002 | 2012-215

September 15 | Dawn Patrol | Fun Fly | 8:00:am | 1 Day | Main Club Field | CHATHAM AERONAUTS | Cliff Russell | 510 352 6108 | [cliff.russell@sympatico.ca](mailto:cliff.russell@sympatico.ca) | The Chatham Aeronauts are pleased to again fly our WW1 Scale Dawn Patrol Sat. Sept 15, 2012. 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 emphasis 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](mailto:rcman@bell.net) or call 519 352 6108 | 2012-221

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For more information contact:

Roy Smith ([aeronut@kos.net](mailto:aeronut@kos.net)) or (613) 389-9887 (evenings only),  
Or Jim Moseley ([jjmoseley@look.ca](mailto:jjmoseley@look.ca)) or (905) 683-3014

*Avions flotteurs*

*suite de la page 47*

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«Nous jouissons de l'appui de plusieurs commanditaires lors de ce rassemblement, ce qui signifie que des prix seront distribués tout au long de la journée à tous les pilotes inscrits.

«Ah oui! N'oubliez pas qu'il y aura de la succulente nourriture, y compris du maïs frais! Vous êtes tous invités à vous joindre à nous au cours de cette agréable journée. Veuillez consulter notre site Web pour y lire les détails de l'endroit et de l'inscription, au [www.beetonrcflyers.com](http://www.beetonrcflyers.com).» ✈



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[cchomos@hotmail.com](mailto:cchomos@hotmail.com)

FOR SALE: New completely built ready to fly model airplanes. Also 3250 Sper Tigre engine. 204 728-2345 (Brandon, MB) (5/12)

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FOR SALE: Four-Star 60 kit (SIG kit, not ARF), Saito FA91S. Both in boxes never opened. \$466new, asking \$250. PEI. [edonstevens@gmail.com](mailto:edonstevens@gmail.com) (5/12)

FOR SALE: 1/4 scale Cub, Multiplex radio, SAITO 1.50 \$450. Floats \$50. 1/3 Scale Turbulent, SAITO 91 \$425. Gary 905-544-1251 (Hamilton) (3/12)

FOR SALE: Morrisey Bravo kit. New in box. Please call Fred Dobbie. (613) 267-4922 Perth ON. (3/12)

FOR SALE: Pattern plane, Hanno Prettnner Calypso, YS .61 \$300. Harvey G. 416.787-4475 [..harvjoy@rogers.com](mailto:..harvjoy@rogers.com) (3/12)

FOR SALE: 1/3 scale Fly Baby. This ready-to-fly beauty is scratch built from FS plans and has three successful flights so far. It is fabric covered with cream and maroon dope finish and clear coat. Span is 112", flying weight approx 28lbs, Q50S gas engine with spring starter, scale open cockpit and pilot figure, folding wings with functional flying wires etc. Has MPX servos, dual flight battery,. Age forces sale. asking \$1950. 905-689-4171 (Waterdown area - Hamilton,ON) (3/12)

FOR SALE: Fuji 50cc gas \$150. Older Enya 60 4stroke \$75. Both complete, look good and run good. (905) 434-6561 (3/12)

FOR SALE: Down sizing stuff must go kits engines etc. e/mail me and I'll send you a updated list and prices  
[lbjrome@cabletv.on.ca](mailto:lbjrome@cabletv.on.ca) (1/12)

FOR SALE: Fokker D-VIII - 84" WS - Red & White-c/w ST 3250, Servos,Futaba 1024,Rx,Tx. \$500.00 Firm. -See picture on MAN Mag. Dec. 2011-page 12- and on Maac Mag. Dec. 2010-page 37. - Now has a SKID on the tail - Tony- 519-537-7780 (1/12)

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FOR SALE: 1/4 scale Cub with 90 size motor, covered with Sig Coverall and painted with dope. Jim 519-524-9149 (1/12)

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[R.C.George@sask-tel.net](mailto:R.C.George@sask-tel.net) (1/12)

FOR SALE: OS61SF: \$150, OS46SF: \$120, Boxxer Fuel Pump: \$60, bobcat fiberglass fuselage: \$60, Futaba 8PCM transmitter: \$200, 514-295-2395 [jpilote@yahoo.com](mailto:jpilote@yahoo.com)( 11/11)

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[langissimon@globetrotter.net](mailto:langissimon@globetrotter.net) (11/11)

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