

Model Aviation

CANADA



Published by Morison Communications



Canada Post Publication agreement number 40012482

Return Undeliverable CDN addresses to: Model Aeronautics Association of Canada
Unit 9, 5100 South Service Rd., Burlington ON L7L 6A5

IDEAL HOBBIES

Central Ontario's Radio Control
Hobby Source

*Service,
Selection,
Price!*



IDEAL HOBBIES

12 Commerce Park Dr, Unit K, Barrie, Ontario L4N 8W8

1-705-725-9965

PHONE LINE

1-705-725-6289

FAX LINE

1-800-799-2484

TOLL FREE ORDER LINE

www.idealhobbies.com



BUSINESS HOURS

MONDAY	11:00 AM - 7:00 PM
TUESDAY	11:00 AM - 7:00 PM
WEDNESDAY	11:00 AM - 7:00 PM
THURSDAY	11:00 AM - 8:00 PM
FRIDAY	11:00 AM - 8:00 PM
SATURDAY	10:00 AM - 5:00 PM
SUNDAY	CLOSED

BUSINESS HOURS (Mountain Standard Time) **OPEN HOLIDAYS**
 Mon-Wed: 10 am - 6 pm Sat: 10 am - 5 pm
 Thurs & Fri: 10 am - 9 pm Sun: 11 am - 4 pm

6136 Gateway Blvd. NW
Edmonton, Alberta T6H 2H8
Tel: 780-434-3648
Fax: 780-434-3660
Toll-Free: 1-877-363-3648

HOBBY



WHOLESALE



WWW.HOBBYWHOLESALE.COM

* NEW * WEBSITE

WWW.HOBBYWHOLESALE.COM

**Check out our newly redesigned website today
 for all your hobby needs and purchases.
 Everything you'll ever need is just a click away.**

PHOENIX R/C

R/C Pro Simulator V4.0 **NEW**

RTM40R5510

- InfinityScape 3D landscape generator
- over 175 models
- dozens of flying sites
- DX5e Tx
- photo-panoramic fields

\$ 174.99

RTM4000 - software only

\$ 129.99



GREAT PLANES

MODEL MANUFACTURING COMPANY

RealFlight G6 Simulators

- over 120 aircraft
- interlink controller

G6 with airplane mega pack

GPMZ4460

G6 with heli mega pack

GPMZ4462

\$ 199.99 each



parkzone

Habu 2 EDF BNF Basic

PKZ7150 - **\$ 299.99**

- wingspan: 36.6 in
- Includes: - AR600 DSMX Rx
- BL15 ducted fan motor
- fan unit; - 60A ESC

Made with durable Z-Foam construction

Ultra-Micro Spitfire MkIX BNF

PKZU2180 - **\$ 99.99**

- wingspan: 15.9 in
- AS3X system
- Li-Po battery/charger



JR

DMSS Radios **NEW**

- LiFe batteries
- full telemetry

XG6 - 6 Ch DMSS Tx w/RG63B Rx

JRP00619 - **\$ 229.99**

XG8 - 8 Ch DMSS Tx w/RG831B Rx

JRP00596 - **\$ 489.99**

Xg11 - 11 Ch DMSS Tx w/RG1131B Rx

JRP00615 - **\$ 849.99**



SPEKTRUM

DX18

SPM18000 - **\$ 799.99**

- 18 Ch radio
- 50 model memory
- built in telemetry
- AR9020 Rx
- 16 programmable mixes



E-flite

UMX MiG 15 DF BNF

EFLU1680 - **\$ 169.99**

- wingspan: 16.2 in
- Includes:
- 28mm EDF system
- AS3X system



* Customer must request MAAC deal at time of purchase.

* Wood and fuel are excluded from free shipping offer.

* Some size and weight restrictions apply.

* Insurance is extra.

NO PST. Only 5% GST or HST, where applicable.

(Offer applicable to current issue only.
 Not retroactive to previous purchases.)

FREE SHIPPING on purchases of **\$50 or more**
 For a limited time we will ship any order, any item, anywhere in
 Canada using **Canada Post Expedited Shipping.**

* Restricted to items that are deliverable by Canada Post Expedited Ground.

* Dangerous goods excluded. * Insurance is extra.



ParkPilots

**Dealer
Inquiries
Welcome**

**IN STOCK
NOW!**

DH2 BEAVER

BEGINNER
PILOT

EASY
BUILD

SPECIFICATIONS:

Wingspan: 47 inches

Construction: EPO FOAM

Out-Runner 5P2830-26

20A Brushless ESC

4 x 8g Mini Servos

11.1V - 1500mah Li-Po

4-5 Channel Radio

Floats Optional

FLAP READY!



WILGA

Wingspan 45.7"
Overall Length 35"
Wing Area 260 sq/in
Flying Weight
22oz floats 19.4oz landing gear

BEGINNER
PILOT

EASY
BUILD



CL415

Wingspan 40.1"
Flying Weight 1lb, 8oz
Motors Included

INTERMEDIATE
PILOT

ADVANCED
BUILD

www.kmp.ca 1-888-968-7251



Model Aeronautics Association of Canada

Unit 9, 5100 South Service Rd. Burlington ON L7L 6A5

English 1-855-FLY-MAAC (1-855-359-6222) | français 1-855-756-MAAC (1-855-756-6222) | Phone 905-632-9808 | Fax 905-632-3304

maachq@on.aibn.com | www.maac.ca



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.

BOARD OF DIRECTORS

Alberta (A)

Don McGowan #51127L
30 Cavanagh Cr, Stony Plain, AB T7Z 1G3
780-963-4586 - zd-a@maac.ca

Atlantic (B)

Regis Landry 10555L
11665 Hwy 11, Pokemouche, NB E8P 1J4
506-727-5225 - zd-b@maac.ca

British Columbia (C)

Steve Hughes 60686L
844 Hwy 97A, Unit 44
Armstrong, BC V0E 1B7
250-546-0612 - zd-c@maac.ca -

Manitoba - NORTHWESTERN ONTARIO (D)

Peter Schaffer #44429
1256 Heenan Pl., Kenora, ON P9N 2Y8
807-468-7507 - zd-d@maac.ca

Middle Ontario (E)

Roy Rymer 61172L
1546 8th Ave., St Catharines, ON L2R 6P7
905-685-1170 - zd-e@maac.ca

Northern Ontario (F)

Kevin McGrath 6401L
40 Parkshore Ct,
Sault Ste. Marie, ON P6A 5Z3
705-759-1670 - zd-f@maac.ca

Ottawa Valley (G)

Claude Melbourne 58082L
3104 Hwy 29 RR4, Brockville, ON K6V 5T4
613-802-5000 - zd-g@maac.ca

BC Coastal (H)

Bill Rollins 27460L
Box 1376 129 Butler Ave
Parksville, BC V9P 2H3
250-248-5545 zd-h@maac.ca

Québec (I)

Rodger Williams #9587L
8447 Lesperance, Quebec, QC G2K 2M4
418-650-3150 - zd-i@maac.ca

St. Lawrence (J)

Steve Woloz 7877L
5763 Mac Alear,
Cote St. Luc, QC H4W 2H2
514-944-8241 - zd-j@maac.ca

Saskatchewan (K)

Heinz Pantel 42484L
1116 Horace St, Regina, SK S4T 5L4
306 781-7400 - zd-k@maac.ca

SouthEast Ontario (L)

Clair Murray 54946L
15390 8th Concession RR1
Schomberg, ON L0G 1T0
905-939-2928 - zd-l@maac.ca

SouthWest Ontario (M)

Frank Klenk 32001L
450 Broadway St
Tillsonburg, ON N4G 3S7
519-842-8242 - zd-m@maac.ca

President - Ron Dodd 57326L

5704 Remington Crescent, Chilliwack, B.C., V2R 3X8 604-824-2976 | pres@maac.ca

Vice President - Claude Melbourne

Secretary/Treasurer - Linda Patrick

Executive Board Members - Roy Rymer (Middle), Regis Landry (Atlantic)

Past President - Richard Barlow #5744L 613-348-1696 | pastpres@maac.ca

OFFICE STAFF

Linda Patrick (Secretary/Treasurer)

linda_maachq@on.aibn.com

Rivka Neal (Bilingual Reception and membership)

members_maachq@bellnet.ca

The MAAC office is open from 8:00 am to 4:30 pm Monday to Friday.

Bilingual service is available / Un service bilingue est disponible.

COMMITTEES

Advisory Groups (Board Appointed)	CONTROL LINE	R/C ELECTRIC AIRCRAFT	R/C SCALE
INSURANCE	Chris Brownhill 3797L 63 Savona Dr. Toronto, ON M8W 4V2 416-255-1289 cbrownhill@sympatico.ca	Rod Mcrae 058L 1970 Covington Cr Kelowna, BC V1z 3M2 2507693505 rmcrae12@telus.net	Peter Conquergood 5844L 98 Navigators Trail Bobcaygeon, ON K0M 1A0 705-738-6349 pconquer@gmail.com
Larry Rousselle 30252L 2733 Station Rd. Abbotsford, BC V4X 1H3 604-857-8929 larryrou@shaw.ca	CONTROL LINE AEROBATICS	R/C FLOAT PLANES	R/C SCALE AEROBATICS
UAV COMMITTEE	John McFayden 14681L 3 Riley St Dundas, ON L9H 7C6 905-689-4283 stuntguy@sympatico.ca	William Thorne 75300 216 Adelaide Ave E Apt 1 Oshawa, On L1G 1Z5 905-433-0561 Billthorne@Sympatico.ca	Isabel Deslauriers 71121 1425 CONCESSION 3 St-Eugene, ON K0B 1P0 514-636-8150 isabel.deslauriers@mail.mcgill.ca
JAEC DELEGATE	FAI	R/C GIANT SCALE	R/C SCALE COMBAT
Dave Larkin 3577L RR1 13435 Loyalist Pkwy Picton, ON K0K 2T0 613-476-6824 dslarkin@kos.net	Jack Humphreys 1797L 1014 - 9235 Jane St. Maple, ON, L6A 0J8 416 402 2812 jack.humphreys@sympatico.ca	Tom Russell 22036 10 Gerry Ravary Place Whitby On. L1M 0J1 905-425-1531 mansterrussell01@aol.com	Vacant
BUSINESS PLAN	FIRST PERSON VIEW	R/C HELICOPTER	RADIO SPECTRUM
Geoff Strotmann 30746 9229 Country Rd 44 Oxford Stn, ON K0G 1T0 613-25-84613 Danielle-Geoff@ripnet.com	Zoltan Pittner 62719 91 Ashburn Cres Woodbridge, ON L4L 1G8 9052642745 fpv.chair.maac@gmail.com	Mark Everett 9587L 62 Aberdeen Rd. S Cambridge, ON N1S 2X5 519-622-1132 markeverett@sentex.ca	Mark Betuzzi 26605L 250-374-3683 mebetuzzi@shaw.ca
CHAIR OF CHAIRS	FREE FLIGHT INDOOR	R/C INDOOR	SAFETY
Frank Klenk 32001L 450 Broadway St Tillsonburg, ON N4G 3S7 519-842-8242 ZD-M@maac.ca	Vladimir Linardic 38165 PRIMORSKA 4 47 000 KARLOVAC vladimir. linardic76@gmail.com	Gaston Boissonneault 42053L 1157 Dominion Dr Hanmer, ON P3P 1W1 705-969-6728 gbjets@cyberbeach.net	Doug Anderson 2819L 1957 Walreg Dr. Oshawa, ON L1G 7W1 9054404888 pat.doug@rogers.com
TRANSLATION	FREE FLIGHT (Sport & Competition)	R/C JET	SPACE MODELLING
J. Des Becquets 21112 Casier postal 408 920, rue Marston Appartement 48 L'Original (Ontario) K0B 1K0 aeroplane@primus.ca	Vacant	Kelly Williams 59082L 7507 Auburn Pl. Delta, BC V4C 6W9 604-592-0994 Kelly.Williams@Telus.Net	Fritz Gnass 9760 Rr 1 4755 La Salle Line" Petroliia, ON N0N 1R0 519-882-1868 Fritzpg@Hotmail.Com
ARCHIVES	GETTING & KEEPING FLYING FIELDS	R/C PRECISION AEROBATICS	WEBSITE
Peter Mann 38L 31 Manor Park Crescent Guelph ON N1G 1A2 519-822-9582 archives_maachq@bellnet.ca	Steve Woloz 7877L 5763 Ave Mcalear Cote St. Luc QC H4W 2H2 514-486-1898 s.woloz@swaassoc.com	Hartley Hughson 50988L 5014 Sunshine Coast Hwy Sechelt, BC V0N 3A2 604-885-5085 hughson@dccnet.com	Peter Schaffer 44429 1256 Heenan Place Kenora, ON P9N 2Y8 807-468-7507 pschaffer@kmts.ca
CONSTITUTION	NOISE	R/C PYLON	YOUTH AND BEGINNER
Walt Chikmoroff 6320L PO Box 1245 Crossfield, AB T0M 0S0 403-946-9939walc@shaw.ca	Terry Smerdon 23540L Box 1525 - 257 Farah Ave. New Liskeard ON P0J 1P0 705-647-6225 smerdon@ntl.sympatico.ca	Randy Smith 13141 111 Hawkhill PI NW Calgary AB T3G 2V4 403-547-1086 pylon.guy@shaw.ca	Milt Barsky 5380L 1039 Lemar Rd Newmarket, ON L3Y 1S2 milt.barsky@sympatico.ca 905-836-5678
	PUBLIC RELATIONS	R/C SAILPLANE	
	Roy Rymer 61172L 1546 8th Ave. St Catharines, ON L2R 6P7 905-685-1170 zd-e@maac.ca	Simon Thompson 42150 20711 - 90 Ave Edmonton, AB T5T 1T4 780-481-7714 simonthompson@shaw.ca	

Model Aviation

CANADA



CONTENTS

July 2012 - Vol. 43 No. 4

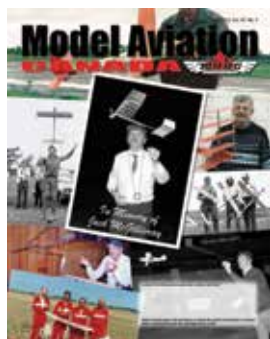
President's Report / Mot du président	5
Letters	6
Obituaries	7
General Order Form / Bon de Commande Général	8
Membership Application	9
Demande de Permis de modéliste	10
Sign Three, Fly Free - Parrainez 3, Adhésion Gratuite	25
Jack McGillivray	26/27
Capital Cup	32/33
Hobbyshops Canada	60
Calendar of Events	61
Trading Post	77

ZONE COLUMNS

Alberta (A)	11
Atlantic (B) / Atlantique (B)	12
British Columbia (C) / Colombie-Britannique (C)	13
Manitoba and North Western Ontario (D)	
Manitoba/Nord-ouest Ontario (D)	14
Middle Ontario (E) / Ontario Milieu (E)	15
Northern (F) / Nord (F)	17
BC Coastal (H) / Colombie-Britannique – zone côtière (H)	18
Québec (I) / Québec (I)	19
St Lawrence (J) / St Laurent (J)	20
Saskatchewan (K)	21
South East Ontario (L) / Sud Est Ontario (L)	22
South West Ontario (M) / Sud Ouest Ontario (M)	23

COMMITTEE COLUMNS

Beginner/Débutant	34
First Person View / Vol par immersion (FPV)	35
Insurance / Assurance	36
Noise / Bruit	37
Public Relations / Relations Publiques	40
Radio Spectrum / Spectre de Radio	41
Safety / Securism	42
Control Line / Vol Circulaire	43
C/L Precision Aerobatics	
Vol circulaire acrobatique	44
Free Flight / Vol Libre	45
Électriques / Electric	47
RC Float Plane / Avions flotteurs	48
RC Giant / Copie Volantes Géantes	49
RC Helicopter / RC Hélicoptères	50
RC Indoor / RC Vol Intérieur	51
RC Jets / Avions à réaction	52
RC Precision Aerobatics	
RC - Acrobatie de Précision	53
RC Course Autour de Pylônes	54
RC Pylon	55
RC Scale / Copies Volantes	56
RC Scale Aerobatics / Acrobatie de copies volantes	57
SAM /SAM	58
Website / Le site Web	59



A collage of photos helps commemorate Jack McGillivray's involvement in model aviation in Canada.

Model Aviation Canada

is Published by

Morison Communications

www.morisoncom.com

Publisher/Editor: Keith Morison

Translation: Jacques Des Becquets

Copy Editor: Colleen Hughes

Editorial Department

editor@modelaviation.ca

Box 61061 Calgary, AB T2N 3P9

Ph 403-282-0837 Fax 403-282-0849

www.modelaviation.ca

Advertising

Keith Morison

adsales@modelaviation.ca

Ph 403-510-5689 Fax 403-282-0849

Model Aviation Canada (ISSN# 0317-7831) is the official publication of the Model Aeronautics Association of Canada, and is published six (6) times a year by Morison Communications.

All material appearing in Model Aviation Canada is copyrighted by the author, and may not be reprinted or used without express written consent of the author. Opinions expressed are strictly those of the author and do not necessarily reflect the views of the Model Aeronautics Association of Canada or Morison Communications. Articles, reports and letters submitted for publication may be edited or rejected at the discretion of the publisher or the Executive committee of the Model Aeronautics Association of Canada.

Annual subscriptions to Model Aviation Canada are available for \$24CDN in Canada or \$40 US outside of Canada.

Submissions

Articles, stories and letters to the editor are encouraged and appreciated. Submissions should be mailed to Model Aviation Canada c/o Morison Communications at Box 61061 Calgary, Alberta T2N 3P9. Electronic files should be in Word, text or rich text format and can be emailed to articles@modelaviation.ca. We reserve the right to edit and/or deny submissions

NEW Submission Deadlines

January Issue - November 10

March Issue - January 10

May Issue - March 10

July Issue - May 10

September Issue - July 10

November Issue - September 10

Classified Advertising

Submit to:

Model Aviation Canada,

Box 61061 Calgary, AB T2N 3P9

or email TradingPost@modelaviation.ca

MEMBER RATES:

First 20 words free. Each additional 20 words or part thereof \$1. Dealer/commercial rates: First 20 words \$15. Each additional word \$1

Display Advertising

See rate card in the Trading Post section. Direct all advertising inquiries to:

Keith Morison 403-510-5689

adsales@modelaviation.ca.

President's Report



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

Here we are right at the start of the flying season and it's already time to start planning for our Annual Zone Meetings...

If you know of someone who has been making contributions above and beyond, or who has done more than you would ever expect to help others... talk to your Zone Director and see if this individual is eligible to receive his Leader award.

On the other hand, if he has been a longtime member, perhaps his modeling career dictates that he could be the recipient of a Lifetime Achievement Award, or one of several other awards MAAC has to recognize people who have made a special contribution to the hobby.

If you are interested in a certain segment of the hobby like electric, sailplanes, or giant scale models, I would encourage you to have your name put forward as a committee member. Committees are a good way to be involved in the workings of MAAC and suggestions from committees often result in changes that improve our hobby.

Perhaps you would like to become a little more involved at the zone level?

Why not volunteer to become an Assistant Zone Director? Your Zone Director will be happy to have the help and being an assistant gives you a different view of your zone, and the members in it.

Perhaps you've considered running for the position of Deputy Zone Director, or even Zone Director? If this interests you, all you have to do is notify MAAC in writing that you intend to run at least 30 days in advance of your AZM.

Perhaps you just have an idea you think will make an improvement in the way MAAC works or a helpful suggestion to improve membership, or make the hobby safer? Bring your ideas to your AZM for discussion. From there, it could go forward to the executive and the Board of Directors. If it's implemented, then you have made a difference for our hobby!

If none of these ideas are inviting to you, then I would strongly suggest that you give your proxy vote to someone in your club who is going to attend so that you will be represented at the meeting. It IS important, and it is your way to make a difference.

Off this subject, and on to people we meet who have made a difference to us in our lives.

Many years ago, I met a man who was

instrumental in my becoming involved in modeling. He was responsible for me getting my first model airplane, he taught me how to fly, how to pick up the pieces after a crash, and rebuild them into a flyable model.

He taught me how to be safe at the field, how to fit in, and how to be courteous. He taught me how to practice until I had that move, landing, take-off perfected. He also showed me how to help newcomers to the hobby, and make them successful, and feel welcome at the field.

Surprisingly, this translated into a philosophy in life. Help where you can, encourage, support, reprimand with kindness, and never quit until you have mastered that new challenge.

This last week, I said my final goodbye to this man, and his memory will be with me forever. We laid him to rest beside his wife of many years...

When you meet someone who has this type of effect on your life, treasure it, because you don't know how long he or she will be there with you. We spent many wonderful afternoons 'at the field' together, and now he's gone from us.

I'm going to miss you, Dad. Keep the wheels on the bottom side when you land, and don't fly inverted for too long...you'll spill your coffee. ✈

Mot du président



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

Nous voici au début d'une nouvelle saison de vol et c'est déjà le temps de planifier nos assemblées annuelles de zone...

Si vous connaissez quelqu'un qui a contribué bien au-delà des attentes ou qui a énormément offert de son temps afin d'aider les autres... parlez-en à votre directeur de zone et vérifiez si cette personne est admissible à recevoir son titre de membre Leader.

D'autre part, si cette personne est un membre de longue date, peut-être sa carrière de modéliste dicte-t-elle qu'il devienne le récipiendaire d'un Prix de l'accomplissement d'une vie ou l'un des autres prix que le MAAC remet afin de reconnaître les gens qui ont offert une contribution spéciale au passe-temps.

Si un certain volet de notre passe-

temps vous intéresse (maquettes électriques, planeurs ou copies volantes, par exemple), je vous encourage à soumettre votre nom à titre de membre du comité approprié. Ces comités s'avèrent une bonne façon de vous impliquer au sein du fonctionnement du MAAC et les suggestions qui émanent des comités donnent souvent lieu à des changements qui améliorent notre passe-temps.

Peut-être voudriez-vous vous impliquer au niveau de la zone? Pourquoi ne pas devenir assistant directeur de zone? Votre directeur de zone serait heureux de pouvoir compter sur votre aide; devenir assistant vous offre aussi une autre vision de votre zone et de ses membres.

Peut-être avez-vous déjà songé à vous présenter au poste de directeur de zone adjoint ou même de directeur de zone? Si cela vous intéresse, vous n'avez qu'à aviser le MAAC par écrit de votre intention de vous présenter au moins 30 jours avant

vos réunions annuelles de zone.

Peut-être caressez-vous une idée qui pourrait améliorer le fonctionnement du MAAC ou une façon d'augmenter le nombre de membres, voire même de rendre notre passe-temps plus sécuritaire? Apportez vos idées à votre réunion annuelle de zone à des fins de discussion. À partir de là, votre suggestion pourrait être expédiée à l'exécutif et au Conseil d'administration. Si elle est mise en oeuvre, vous aurez contribué à votre passe-temps!

Si aucune de ces idées ne vous semble suffisamment intéressante, je vous suggère fortement de remettre votre formulaire de vote par procuration à quelqu'un au sein de votre club qui se présentera à la réunion et qui fera en sorte que vous soyez représenté. C'EST important et c'est la façon de faire compter votre opinion.

Je quitte ce sujet pour vous parler des gens qu'on rencontre et qui ont modifié

suite à la page 6

It was a treat to see our second article - Fun Innovations in SWOOT - appear on pages 40 and 41 of the January issue.

Just to set the record straight, although the first article was attributed only to me, and the second did not list an author, and there were no picture credits, I did have a good deal of assistance from Brian McKillop and the late Hal Mountain (our president at the time of the first article) with the text, and from Tom Jory and Lloyd Switzer with the photos. Of course, all of the club members have been keen participants in the development of the events and photos.

The first article had quite a significant response, with several people contacting us and a couple joining the club and flying with us at Lucan. The mention of club winter building projects particularly caught the eye of Court Robinson of the Orillia club. As a result, there are four people from that club building this year's project as well as four here in

London, and my nine-year old grandson in Boston; a total of nine with one more possible candidate in the wings.

The Dynaflyte Butterfly was originally suggested by Hal as a project that would attract people who hadn't had much building experience, and yet makes a great beginner's electric sailplane. He had built several and had great success with it.

As Hal did, we converting it to electric. His experience was that the short nose moment required a lot of additional ballast; hence we are also lengthening the nose. We'll try and send in a photo of all the Butterflies when complete, which collectively can be known as a 'club' of Butterflies. Thanks for using our articles that have made all this happen; perhaps there will be even more response to the second one.

Dave Surry 2352
david.surry@gmail.com

Mot du président suite de la page 5

notre vie.

Il y a plusieurs années, j'ai rencontré un homme qui a joué un rôle de premier plan, si bien que je me suis intéressé à l'aéromodélisme. Il était responsable de l'acquisition de ma première maquette, il m'a appris à piloter, comment récupérer les pièces après un écrasement et comment les rapiécer de sorte à ce que ma maquette vole de nouveau.

Il m'a appris comment agir de façon sécuritaire au terrain, comment m'insérer au sein d'un groupe et comment être courtois. Il m'a appris comment pratiquer jusqu'à ce que je maîtrise les atterrissages et les décollages. Il m'a aussi montré comment aider les nouveaux venus au sein de ce passe-temps et comment faire en sorte qu'ils remportent aussi du succès et qu'ils se sentent les bienvenus au terrain.

Étonnamment, cela s'est traduit par une philosophie de vie : aidez lorsque vous le pouvez, encouragez, appuyez, ne réprimandez qu'avec bonté et n'abandonnez pas jusqu'à ce que vous ayez relevé ce nouveau défi.

Cette dernière semaine, j'ai lancé un au revoir final à cet homme et son souvenir demeurera avec moi à tout jamais. Nous l'avons mis en terre afin qu'il se repose aux côtés de sa femme de plusieurs années...

Lorsque vous rencontrez quelqu'un qui a ce genre d'effet sur votre vie, chérissez ces moments parce que vous ne savez pendant combien de temps cette personne sera avec vous. Nous avons passé plusieurs après-midis splendides au terrain et maintenant, il nous a quitté.

Je vais m'ennuyer de toi, Papa. Garde les roues en dessous en atterrissant et pas de vol inversé pendant un trop long moment... sinon, tu vas renverser ton café. ✈



L'aéroport de Saint Honoré (CYRC) endroit rêvé où tout pilote d'avion téléguidé se doit d'aller un jour faire voler sa maquette. Aéroport de très grande renommée, reconnu pour son caractère touristique, attire chaque année des milliers de visiteurs dans la région du Saguenay Lac Saint-Jean. Bienvenue à tous.



Bienvenue à tous,

Vue le succès du Festival 2011, nous avons pris l'initiative de vous présenter notre Fun Fly à l'aéroport de Saint Honoré. Grâce à l'amabilité des gens du Ministère du Transport du Québec, de Nav Canada, du Centre Québécois de Formation Aéronautique et de La Municipalité de Saint-Honoré, il nous sera possible de vous accueillir à notre Fun Fly le 18 et le 19 Août 2012



Bon vol, espérant vous voir en grand nombre.

info@aeromodelismesaguenay.com

Obituaries



Brent Reusch passed away peacefully in Yorkton, SK on February 20th, 2012

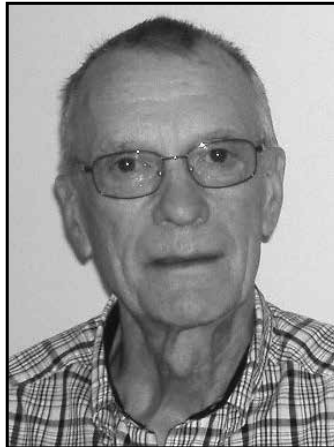
Brent was a model airplane enthusiast from an early age with a special talent for designing, building and flying unique models. Throughout his modelling career Brent competed locally and internationally in free flight and radio control. Brent took part in every discipline of the hobby; Pattern and IMAAC aerobatics, pylon racing, slope and thermal glider, float flying, fun fly and airshow demonstrations.

Spending most of his working life as a traveling representative with Lever Detergents and then Canadian Federation of Independent Business; he visited many areas of the prairies where he would build and fly models with the locals.

Brent's craftsmanship and technical savvy are legendary among his peers. His flying style was very smooth and polished. A true lover of the sport; he shared his knowledge of the hobby freely, helping many novice flyers get started and experts to develop their skills.

Brent was instrumental in initiating and running many r/c events including the YORKS funfly, 1973 Canadian Nationals in Yorkton, Moose Mush winter funfly, Assissippi Air

BRENT REUSCH 1331 L
1932 – 2012



Show and the Qu'Apelle valley slope soaring meets. Brent also served as MAAC Sask Zone Director.

As a prolific and innovative designer; several of his construction articles and plans were published in major modeling magazines including flying wings, a flying boat, single and twin engine scale models.

Brent helped his son Garry setup G B Glass Products which produced a complete line of R/C aircraft kits through the 70's. Brent continued to design, build and fly until Alzheimers slowly robbed him of his ability to concentrate in the last few years of his life.

Brent always included his family in travel to local and international aeromodelling competitions making many memories and friends worldwide. The family cabin at Madge Lake in the Duck Mountains provided a year round ha-

ven. Boating, water and snow skiing were a big part of family togetherness.

In recognition of his contributions to the hobby, Brent was inducted into the MAAC Hall of Fame in 2002.

Brent is survived by his wife of 57 years Bernice; children Garry, Rhonda, Janet and Kirk; 8 grand children and a great grandson.

MIKE CALJOUW
1933-2012

It is with great sadness that I announce that Mike Caljouw had a heart attack and passed away April 30, 2012 at the age of 78. We all know Mike as a man with a huge heart and incredible sense of humour, always sporting a smile. He was very passionate about everything he got involved with from the kids sports, City Councillor, Heart and Stroke Foundation and his model airplanes. Mike was a founding member of the Cowichan Valley Thunderbirds, President and every other position in that club at one time or another. He was also the Pacific Zone (H) Director in 1978 and 1979. Mike and his wife Ann were married for 59 years. Donations in memory of Caljouw can be made to the Cowichan Valley branch of the Heart and Stroke Foundation P.O. Box 73 Duncan V9L 3X1.

MARC WALD

It is with great sadness to report the loss of Marc Wald, Maac # 7534L. Marc belonged and flew in many clubs across Canada, finally settling down as one of the original members of the PDQ Flyers on Vancouver Island. Many of you knew Marc, he played the accordion and keyboard as one of the Rhythm Pals, often on the Tommy Hunter show. Marc was torn between his two



hobbies, Golf and Radio controlled Aircraft, was proficient in both, having achieved 7 holes in one and placed well in several scale contests. Marc lost his wife Ruth one month before the day he passed away while writing music at his keyboard.

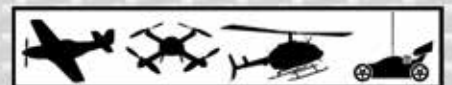
We will all miss Marc and his accordion playing in the evenings at the many various model meets over the years.

Marc was in his 91st year.

**Now open for business
&
GRAND OPENING
April 7th**



(519) 36INTEK
www.intekhobbies.com
sales@intekhobbies.com
679B 10th St. Hanover, Ontario





General Order Form / Bon de Commande Générale



PRINT CLEARLY / IMPRIMER CLAIREMENT

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

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

Pins/Épingles: Brass Lapel Pin/cuivre

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

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

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

_____	\$ 7.00 _____
-------	---------------

Nom: _____ Club/Location: _____

Clothes/Vêtements:

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

Misc.: MAAC Crest / Écusson du MAAC

_____	\$ 2.00 _____
Frequency Board/ tableau de fréquences	\$ 15.00 _____
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 under MAAC E-Store / Photos disponibles sur le site web www.maac.ca sous la rubrique Magasin.

Shipping at Cost/ Frais de poste au prix coûtant

_____	\$ _____
Subtotal/Total Partiel	\$ _____
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	\$ _____
TOTAL:	\$ _____

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
ON, NB, NL			
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
BC			
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
NS			
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
PE, QC, MB, SK, AB, NT, YT, NU			
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 _____

I wish to make a Donation to:

Team Travel Fund _____

Competition Fund _____

Flying Field Protection Fund _____

Public Relations _____

Other (Specify) _____

Total _____

Method of Payment: VISA Mastercard Cheque Enclosed

Card # _____

Exp.: _____ / _____

Payment Signature: _____

Please allow 3 - 5 weeks for application to be processed October through April.



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
 mois jour année
 La demande de cette information est pour fins démographiques puisque notre Association est gérée par des bénévoles et nous pouvons à l'occasion nous référer à l'information fournie par nos membres, pour demander de l'aide.
 Si vous ne désirez pas être contacté, ne remplissez pas la section "Emploi"

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: _____

Formis 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 conviens 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
ON, NB, NL			
Membre Régulier (revue incluse) <i>(18 ans et plus au 1er janvier)</i>	\$90.40	\$90.40	\$244.08 <i>(uniquement pour résident CAN)</i>
Membre Cadet (sans la revue) <i>(Moins de 18 ans au 1er janvier)</i>	\$11.30	\$11.30	N/A
Membre Cadet (revue incluse)	\$23.73	\$23.73	N/A
BC			
Membre Régulier (revue incluse) <i>(18 ans et plus au 1er janvier)</i>	\$89.60	\$89.60	\$241.92 <i>(uniquement pour résident CAN)</i>
Membre Cadet (sans la revue) <i>(Moins de 18 ans au 1er janvier)</i>	\$11.20	\$11.20	N/A
Membre Cadet (revue incluse)	\$23.52	\$23.52	N/A
NS			
Membre Régulier (revue incluse) <i>(18 ans et plus au 1er janvier)</i>	\$92.00	\$92.00	\$248.40 <i>(uniquement pour résident CAN)</i>
Membre Cadet (sans la revue) <i>(Moins de 18 ans au 1er janvier)</i>	\$11.50	\$11.50	N/A
Membre Cadet (revue incluse)	\$24.15	\$24.15	N/A
PE, QC, MB, SK, AB, NT, YT, NU			
Membre Régulier (revue incluse) <i>(18 ans et plus au 1er janvier)</i>	\$84.00	\$84.00	\$226.80 <i>(uniquement pour résident CAN)</i>
Membre Cadet (sans la revue) <i>(Moins de 18 ans au 1er janvier)</i>	\$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

We have lots of events scheduled all around the province and I intend to visit as many of them as I can. I hope that you all will keep in mind the betterment and growth of our hobby by supporting your own clubs and those in your vicinity. During your non-flying time spent with your peers at your local field or at events, I'd appreciate it if your discussions of various issues in which MAAC could or should be aware could be made note of and passed along to me, however you see fit.

MAAC needs fresh ideas from its membership in order to accomplish its basic tasks as set out in the MAAC Constitution. Technical advances alone are enough to give rise to concerns and issues worthy of discussion toward amendments to things such as our safety code and pilot training.

I recently had the pleasure of attending the annual auction in Sylvan Lake sponsored by the Central Alberta Radio Fun Flyers (CARFF) of Red Deer. As usual, it was a great event attended by several hundred modelers. The change in technology to electrics and 2.4 GHz radio systems was apparent in what was being sold and the values obtained.

Events like this are a great way to "meet and greet" fellow modelers from all around the area, so I encourage everyone to attend these when possible. Don't forget the Didsbury R/C Fun Flyers auction on October 20th.

Our zone membership is down slightly from what it was at the same time last year and we are the only zone in Canada that is. I encourage all clubs to work on their renewals and new member recruitment. There is obviously a certain amount of attrition, but we'll have to deal with this by encouraging people to come out to our fields and events to see how rewarding the hobby can be.

Roger Ganley, one of our Zone AZDs would like to promote the discipline of float flying by encouraging all members to attend one of the Float-Fly events:

"The Mostly Old Float Flyers Association is currently in its 11th year of existence. Three Float Flys are held each summer at our Clear Lake float base located 34 km NW of Barrhead, Ab.

"The MAAC safety code is strictly adhered to and as an additional measure of safety, we utilize two retrieval boats.

"If you are interested in getting your feet wet check out the Alberta section of Calendar Of Events in the current issue of Model Aviation Canada."

I encourage all event and contest coordinators to send in reports and photos to me, or direct to our Model Aviation Canada Editor in order to publicize our various activities.

Thought for the Month – "On the Rocks" is for happy hour, not landings!



Alberta (A)



Don McGowan 51127L
Directeur de zone
780-963-4586 zd-a@maac.ca

Plusieurs rassemblements sont prévus partout en province et j'ai l'intention d'en visiter le plus grand nombre possible. J'espère que vous garderez en tête le bien-être et la croissance de notre passe-temps en appuyant votre propre club et ceux de votre région. Si vous passez du temps au sol à jaser avec vos collègues, j'apprécierais que vous m'informiez des discussions touchant les sujets pour lesquels le MAAC pourrait vous aider ou dont il devrait être informé. Veuillez m'en avvertir par le mode qui vous convient.

Le MAAC a besoin de nouvelles idées de la part de son membership afin de réaliser ses objectifs de base, tel que le prescrit la charte (Constitution) de l'organisme. À elles seules, les avancées technologiques suffisent à générer des inquiétudes et des problématiques qui soient dignes d'apporter des modifications à notre Code de sécurité ou à la formation des pilotes.

Récemment, j'ai eu le plaisir de me rendre à la vente aux enchères de Sylvan Lake, parrainée par les Central Alberta

Radio Fun Flyers (CARFF) de Red Deer. Comme d'habitude, c'était un bon rassemblement auquel ont pris part plusieurs centaines de modélistes. Le passage technologique aux maquettes électriques et aux systèmes de génération 2.4 GHz était évident, à en juger par la marchandise vendue et les prix de vente.

Des rassemblements comme celui-ci s'avèrent une excellente façon de faire la connaissance de collègues pilotes de partout, si bien que j'encourage tout le monde à se déplacer, lorsqu'ils le peuvent. N'oubliez pas la vente aux enchères des Didsbury R/C Fun Flyers, le 20 octobre.

Le nombre de membres au sein de la zone a légèrement diminué si on se fie aux statistiques de la même période, l'année dernière, et nous sommes la seule zone au Canada à qui c'est arrivé. J'encourage tous les clubs à encourager le renouvellement de carte de membre et à recruter de nouvelles personnes. Évidemment, on peut imputer cette diminution au départ de certains modélistes plus âgés mais nous devons encourager les gens à se déplacer jusqu'au terrain de nos clubs et à constater d'eux-mêmes de quelle façon notre passe-temps est valorisant.

Roger Ganley, l'un de nos assistants

à la direction de zone, aimerait faire la promotion des hydravions en encourageant tous les membres à se rendre à l'un ou l'autre de ces rassemblements Float-fly :

«La Mostly Old Float Flyers Association en est à sa onzième année d'existence. Trois Float-flies sont organisés à chaque été à la base de Clear Lake, située à 34 km au nord-ouest de Barrhead.

«Le Code de sécurité du MAAC est observé à la lettre et, en guise de mesure de sécurité supplémentaire, nous avons recours à deux bateaux de récupération. (Si l'un d'entre eux tombe en panne, l'autre est disponible.)

«Si vous aimeriez vous mouiller les pieds -- pour ainsi dire -- consultez la section des événements à venir du calendrier dans le numéro actuel de Model Aviation Canada.»

J'encourage tous les coordonnateurs de rassemblement et de concours à m'envoyer des comptes-rendus et photos ou de les envoyer à l'éditeur de Model Aviation Canada de sorte à faire connaître nos activités.

Pensée du mois : «On the Rocks», c'est pour le 5-à-7, pas pour nos atterrissages! ✈

Atlantic (B)



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

It seems unbelievable but summertime is here already. I don't know where the time goes but it sure flies. In fact, I wish that all my planes would fly that well.

We had a busy winter with lots of activity with indoor flying and even some outdoor event on frozen lakes. For this time of year, floats are required to fly on the lakes and we have to make do with unwanted visitors like mosquitoes.

We already have many Float Fly events scheduled for this summer.

Indoor flying was very busy at most of the clubs and there are more indoor gyms being used for such events and it makes it much easier for new members to get involved in the hobby. Another great way to get new members are the mall shows which is another door open to the public by offering some exposure to them.

There is a lot of new interest in turbine jets in the zone. At least five more members are getting involved with jets this year and are planning on getting their certifications to fly jets this summer. This

is a good thing to do and shows that they are being very responsible. It requires a high level of skill and you need to be very responsible. It's not like a trainer that you can hand launch.

This mall show report is submitted by



Al Coolen's CompArf Rookie looks hot. / Le CompArf Rooke d'Al Coolen a un air décidément hot!

Jim Gavel of the South West Flyers:

"I Just wanted to let you know that we had a very successful display at the Yarmouth Mall. We had about 20 models on display, and two Real Flight simulation stations, professional video of our flying field activities, plus engines, props, misc. RC gear.

"The display was well received by all who stopped in. We were very fortunate to have access to a large store space at the main entrance to the mall that had just become vacant. The model aircraft were highly visible and we always had a crowd of people in to look at them and ask questions about the hobby.

"Of course, the younger ones were really interested in the simulators and at times, there were line-ups to get a turn.

"We handed out all the 'Getting Started in RC' books that we had, as well as all of our membership application forms for our club and MAAC.

"We have recently added five new members to our Club and we hope this mall display will encourage a few more to try out RC and join our Club.

"All in all, it was a very satisfactory event, even with sore feet and backs!" ✈

Atlantique (B)



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

C'est difficile à croire, mais l'été est déjà là. Je ne sais pas où le temps file mais il s'envole à la vitesse de l'éclair. En fait, j'aimerais que toutes mes maquettes s'envolent aussi aisément.

Nous avons connu un hiver très occupé et l'activité était à son comble en matière de vol intérieur. D'autres rassemblements ont eu lieu à l'extérieur sur des lacs gelés. Pour ce temps-ci de l'année, mieux vaut se tourner vers les flotteurs.. et nous devrons affronter les visiteurs moins désirés, les maringouins.

Plusieurs rassemblements pour hydravions sont prévus, cet été.

Le vol intérieur en occupait plusieurs chez la plupart des clubs; de plus en plus de gymnases sont réservés à cette fin, ce qui facilite de beaucoup l'entrée de nouveaux venus au sein de notre passe-temps. Une autre bonne façon de recruter de nouveaux membres, c'est d'organiser un

exposition dans un centre commercial; le club profite ainsi d'une visibilité.

L'intérêt se manifeste pour les jets à turbine au sein de la zone. Au moins cinq membres s'y impliquent cette année et ils entendent obtenir leur accréditation au cours de l'été. C'est la chose à faire et cela montre que ces pilotes sont responsables. Piloter un jet nécessite une aptitude de assez poussée et il faut être responsable. Un tel appareil, c'est loin d'être une maquette de formation qu'on lance à la main.

Ce compte-rendu d'une exposition, justement dans un centre commercial, vous provient de Jim Gavel, des South West Flyers :

«Je voulais vous faire savoir que notre exposition au Yarmouth Mall a remporté beaucoup de succès. Nous avons environ 20 maquettes en montre et deux postes de pilotage Real Flight (simulation) et nous avons projeté une vidéo professionnelle de nos activités au terrain. Nous avons aussi exposé des moteurs, des hélices et autre équipement pour le vol télécommandé.

«Les passants ont très bien accueilli l'exposition. Nous avons la chance d'avoir accès à de l'espace à l'entrée principale du centre, compte tenu qu'un magasin venait de quitter. Les aéronefs réduits étaient très visibles et nous avons accueilli une foule en tout temps. Plusieurs passants ont posé des questions relativement à notre passe-temps.

«Bien sûr, les plus jeunes étaient attirés vers les simulateurs de vol et parfois, il se formait une file de jeunes gens qui attendaient leur tour aux manettes.

«Nous avons distribué tous nos dépliants sur les débuts en vol télécommandé, de même que nous formulaires d'inscription au club et au MAAC.

«Nous avons récemment accueilli cinq nouveaux membres à notre club et nous espérons que cette exposition en encouragera d'autres à essayer le vol télécommandé et à rejoindre les rangs de notre club.

«Somme toute, la journée était très satisfaisante, malgré nos pieds et nos dos endoloris!» ✈

British Columbia (C)



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

Managing a volunteer association like MAAC is tough at the best of times, and while I am proud of the direction we are headed, there is one item that has me concerned: the lack of time we have during the face-to-face Board meetings.

This year, we had a heavy agenda and many of us felt it would have been very beneficial to have had another day for Board meetings leading up to the AGM. There is nothing worse than feeling pressured for time or simply running out of time as we did when you're dealing with important topics.

I know the AGM expenses have gained a lot of attention, over the years. As all of you know, a lot of my effort and attention is focused on maintaining what we have, adding value and reducing expenses. There is a lot of work done at the Board meetings each year; for me to support a slightly larger budget to have an extra day shows how much value I see coming from these meetings for the Association as a whole.

On another note, I received this report from Kelowna's Todd Davis:

"The Kelowna Opopogo Radio Controllers held their spring Fun Fly May 5 and 6, 2012. We moved within the last year to our new flying field in Lake Country and this was our first event of the season.

"After seeing how the locals greeted us to the area with a distinct lack of knowledge of what we did and how we support the community, we decided to make this a fundraiser for the Lake Country Food Bank. We set up a registration fee of \$5 for all pilots and announced to all the visitors that everyone

would receive a raffle ticket free for any donation that would get them into a draw for three prizes that we had donated to us: a \$100 gift certificate from Lester of Lester's Hobbies in Vernon, a \$100 gift certificate from Andy at AGT Automotive for automotive service, and Dawn Dawdy donated a pair of very nice hand-made seat cushions.

"We collected three bags of food and \$271 in cash, Steve Hughes also chipped in on behalf of MAAC and matched our total up to a max of \$200, so in total, we were able to raise \$471 for the local Food Bank.

"I would like to thank my daughter Patricia for her great photography coverage of the event (she's seven btw), my wife April for all the work she did and all the club members who helped out. It definitely made the event go off a lot easier. The flying was great both days! Many of the guests were offered the chance to go on the trainer box with me and I took one of the local radio station's events crew out for a flight, she was a natural.

"I hope to see many of you next year at the event." ✈



Charlie Welkie's beautiful Nieuport 6H floatplane sitting on the water at Shuswap Lake during the 36th Annual Grindrod Airforce Spring Float Fly. / Le magnifique hydravion Nieuport 6H de Charlie Welkie repose sur l'eau pendant le 36e Floatfly annuel printa-

Colombie-Britannique (C)



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

Gérer une association bénévole comme le MAAC est difficile en de bonnes circonstances et bien que je sois fier de la direction que nous avons prise, un point me chicote : le manque de temps pour les réunions face à face.

Cette année, l'ordre du jour était chargé et plusieurs d'entre nous étions d'avis qu'il aurait été très bénéfique d'avoir une journée de plus à notre disposition pour les réunions du Conseil de direction, juste avant l'Assemblée générale annuelle. Il n'y a rien de pire que de sentir la pression de manquer de temps tandis que nous traitons de sujets importants.

Je sais fort bien que les dépenses du MAAC ont récolté beaucoup d'attention, au cours des années. Comme vous le savez tous, je porte beaucoup d'attention sur le maintien de ce que nous avons, d'offrir une valeur ajoutée et de réduire les dépenses. Beaucoup de travail est abattu lors des réunions du Conseil de direction; que le budget de réunion soit légèrement augmenté afin de disposer de quelques jours de plus vous montre la valeur que j'accorde aux réunions pour le bien de l'Association.

Sur un autre sujet, j'ai reçu ce compte-rendu de Todd Davis, de Kelowna :

"Les Kelowna Opopogo Radio Controllers ont organisé leur Fun-fly les 5 et 6 mai derniers. Au cours de la dernière année, nous avons déménagé à notre terrain

de vol de Lake Country et c'était notre premier rassemblement de la saison.

"À constater l'accueil des gens locaux et le manque de renseignements relativement à ce que nous faisons et histoire de montrer notre appui envers la communauté, nous avons décidé d'organiser une cueillette de fonds pour la Banque alimentaire de Lake Country. Nous avons demandé un coût d'inscription de 5 \$ de la part des pilotes et nous avons annoncé aux visiteurs qu'ils recevraient un billet de tirage gratuit pour tout don qu'ils feraient eux-même. Trois prix nous avaient été remis à titre gracieux : une carte-cadeau de 100 \$ de la part de Lester (Lester's Hobbies de Vernon), une carte-cadeau de 100 \$ d'Andy (AGT Automotive)

suite à la page 76

Manitoba and North Western Ontario (D)



Peter Schaffer 44429
Zone Director
807-468-7507 zd-d@maac.ca

Lightning Hazards

Remote control pilots never want to miss an opportunity to fly their aircraft. We are always looking skyward, watching the changing winds and clouds. Our airfields are in open fields, on the tops of hills and near water. Considering that nearly 45% of all lightning strikes occur in open fields, few of our fields will be desirable places to be during thunderstorm.

So, there we stand, probably near a metal safety fence, exposed as the tallest object in the immediate area, holding our transmitters, some with the aerial extended, trying to squeeze in one more flight, all the while trying to ignore the darkening skies, flashes of light, or increasing wind.

Lightning occurs when a pathway is created from one cloud to another cloud

or to the ground. This pathway is a series of "step leaders" which eventually make the connection possible and a strike occurs. About 80% of all lightning strikes are from cloud to cloud. The diameter of a lightning bolt is about the width of two pencils. Thunder is the sound generated after the channel created by the lightning strike collapses.

If you can hear thunder, you are close enough to the storm to be struck by lightning and you should seek shelter immediately.

Basic lightning safety tips are:

1. Don't make yourself into a lightning rod
2. Avoid trees and tall objects
3. Avoid fences and metal poles
4. Your car is a safe place.

Lightning can strike anywhere around the perimeter of a storm. One well-known lightning guideline is the "30-30" rule: Take appropriate shelter when you can count 30 seconds or fewer between lightning and thunder, and remain sheltered

for 30 minutes after the last thunder. It does not have to be raining for you to be hit by lightning.

Just because the cell has passed does not mean the danger is over. Don't rush back to the field. More people are struck after the cell has passed than before or during the cell's passage. Never stand closer than 30 m to any wire fence because a wire fence can act as a conductor for a lightning strike quite some distance away.

There is a very good picture in existence of a herd of dead cows near a chain link fence. RC pilots take notice.

Remember, getting struck by lightning is only funny in the cartoons.

For additional information:
www.msc-smc.ec.gc.ca/msb/weatherradio/index_e.cfm
www.on.ec.gc.ca/severe-weather/summerwx_factsheet_e.html
www.weatheroffice.gc.ca/warnings/warnings_e.html



Manitoba/Nord-ouest Ontario (D)



Peter Schaffer 44429
Directeur de zone
807-468-7507 zd-d@maac.ca

Les dangers de la foudre

Les pilotes de maquettes télécommandées ne veulent jamais rater une occasion de faire voler leur avion ou hélicoptère. Nous regardons toujours le ciel, à l'affût d'un changement de vent ou des formations nuageuses. Nos terrains de vol sont souvent à découvert et plats, au sommet de collines et près de l'eau. Si l'on considère que presque 45 % des foudroiements de foudre se produisent sur des champs à découvert, nos pistes ne constitueront pas exactement le meilleur endroit où se trouver lors d'un orage.

Nous pourrions ainsi nous retrouver debout, peut-être près d'une clôture métallique, et faisant office d'objet le plus élané du secteur immédiat, en train de tenir notre émetteur (certains encore munis d'une antenne déployée) et en train de nous dépêcher d'extraire un dernier vol tout en ignorant le ciel qui s'obscurcit, un début de spectacle de foudre ou encore, le vent qui augmente.

La foudre se produit lorsqu'une voie entre deux nuages -- ou jusqu'au sol --

se crée. Cette voie constitue une série de plus petits sentiers qui rendent possible la connexion. La foudre frappe alors. Environ 80 % des foudroiements se produisent d'un nuage à l'autre. Le diamètre d'une décharge est d'environ deux crayons. Le tonnerre, c'est le son qui est généré lorsque cette voie se referme, la foudre ayant frappé.

Si vous pouvez entendre le tonnerre, vous vous trouvez suffisamment près pour être foudroyé et vous devriez vous abriter immédiatement.

Les conseils de base afin de vous protéger :

1. Ne devenez pas un paratonnerre
2. Évitez les arbres et autres objets qui sont haut
3. Évitez les clôtures et les poteaux de métal
4. Votre véhicule constitue un endroit sécuritaire.

La foudre peut frapper n'importe où dans le périmètre de l'orage. Une ligne directrice qu'à peu près tout le monde connaît, c'est la règle du 30-30 : abritez-vous lorsque vous comptez 30 secondes ou moins entre la foudre et le tonnerre et demeurez à l'abri pendant une période de 30 minutes après avoir entendu le

dernier tonnerre. Même s'il ne pleut pas, vous pourriez être foudroyé sur place.

Même si la cellule orageuse est passée, vous n'êtes pas hors de danger. Ne vous précipitez pas aussitôt vers le terrain de vol. Davantage de victimes ont été foudroyées après le passage d'une cellule orageuse qu'avant ou pendant son passage. Ne vous positionnez jamais à moins de 30 mètres d'une clôture métallique puisque celle-ci peut servir de conducteur à une distance surprenante.

Une photo circule montrant un troupeau de vaches qui sont mortes parce qu'elles se trouvaient trop près d'une clôture métallique. Pilotes de maquettes télécommandées, faites preuve de prudence.

Rappelez-vous, se faire foudroyer n'est rigolo que dans les dessins animés.

Pour renseignements supplémentaires :
www.msc-smc.ec.gc.ca/msb/weatherradio/index_e.cfm
www.on.ec.gc.ca/severe-weather/summerwx_factsheet_e.html
www.weatheroffice.gc.ca/warnings/warnings_e.html



Middle Ontario (E)



Roy Rymer 61172L
Zone Director
(905) 685-1170 zd-e@maac.ca

The summer is here and I hope everyone is enjoying the fine flying time. Please read the reports in our magazine. From my last report, this is a repeat. Why can't all my zone members see the AGM in session? Well, with support from you all, the association's AGM could be streamed on live video through one of many conduits available.

So picture this. You're sitting at home, (resting) and you activate your computer and login to MAAC's AGM live from Vegas! Well, not Vegas but wherever the AGM is being held that year. This way all MAAC members can see their respective zone director in action. Total transparency is very important to members, I'm sure.

Maybe some call lines could be put into place for you to voice your opinion. Seeing how MAAC is operated should be important to members and it is their right. If this was done, all MAAC members would be

well informed and be able to virtually attend each year.

What do you think of this idea? Please e-mail me with your thoughts. Please place in the subject line, "VIRTUAL".

If you would like me to attend any of your events, please e-mail me. If my schedule permits, I will be very happy to come to your event and help increase

awareness of your club and our organization.

The AZM this year is confirmed for 10:30 a.m., Oct 19th at the Brantford Visitor and Convention Centre.

Here is the second puzzle. Remember, three chances to enter via e-mail. Please 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. You don't have to guess the fine details, just what it is. In the subject line of your e-mail, please enter the word, "PUZZLE". This will allow me to properly screen my e-mails for the puzzle answers.

Note that this contest is only for the Middle Zone members. The plane for the draw this time is a Warbird. This plane is for the member this time and a hat to boot. So please, enter each of the three puzzles and have a chance to win. It is free!

Please enjoy this year of flying with great success, keeping in mind to fly safely, enjoy your family and friends. ✈



Ontario Milieu (E)



Roy Rymer 61172L
Directeur de zone
(905) 685-1170 zd-e@maac.ca

L'été est arrivé et j'espère que tout le monde en profite. Veuillez lire les comptes-rendus dans notre revue. Ceci est une répétition en quelque sorte de mon dernier rapport. Pourquoi tous les membres de ma zone ne pourraient-ils pas voir l'Assemblée générale annuelle (AGA) lorsqu'elle est en session? Eh bien, avec votre appui, cette AGA devrait être diffusée en direct par vidéo par le biais de l'un des nombreux services disponibles.

Imaginez ceci. Vous êtes assis à la maison en train de vous détendre et vous allumez votre ordinateur et vous vous branchez sur l'AGA en direct depuis Las Vegas! En fait, pas nécessairement Las Vegas mais à partir du lieu où elle a lieu, cette année-là. De cette façon, tous les membres du MAAC pourraient voir leur directeur de zone respectif en action. Cette transparence totale importe aux

membres, j'en suis convaincu.

Des lignes téléphoniques pourraient être installées de sorte à ce que vous puissiez faire connaître votre opinion. Les membres devraient reconnaître l'importance de voir le fonctionnement du MAAC et c'est leur droit. Si ça devenait réalité, tous les membres du MAAC seraient bien informés et pourraient participer virtuellement, chaque année.

Que pensez-vous de cette idée? Veuillez m'envoyer votre réaction par courriel. Inscrivez «VIRTUAL» comme sujet.

Si vous voulez me voir à l'un de vos rassemblements, veuillez m'envoyer un courriel. Si mon horaire le permet, je serais heureux de m'y rendre et contribuer à la sensibilisation publique de votre club et de notre organisme.

Cette année, l'Assemblée annuelle de zone est confirmée pour 10 h 30 le 19 octobre 2012 au Brantford Visitor and Convention Centre.

Voici la deuxième devinette. Souvenez-

vous, vous disposez de trois chances de vous inscrire par courriel. Jetez un coup d'oeil à la photo et avancez une réponse. Allez, zone du Milieu, c'est facile.

Votre choix de réponse ne sera valide que si vous devinez correctement ce qu'est l'objet. Vous n'avez pas à deviner tous les détails, seulement ce que c'est. Dans votre sujet de courriel, inscrivez «PUZZLE». Cela me permettra de filtrer correctement mes courriels afin d'y repérer les réponses de cette devinette.

Notez que ce concours s'adresse uniquement aux membres de la zone du Milieu. Cette fois, vous pouvez remporter une maquette de la Deuxième Guerre mondiale. Il y aura un chapeau en prime. S'il-vous-plaît, inscrivez-vous à chacune des trois devinettes et obtenez une chance de gagner. C'est gratuit!

Amusez-vous lors de cette saison et pilotez vos maquettes en toute sécurité. Profitez de la présence de votre famille et de vos amis. ✈

MODEL AIRSHOW AUGUST 4th & 5th 2012 9 AM Start UPPER CANADA FUN FLY



- \$100's in PRIZES
- \$25.00 pilot fee
- MAAC or AMA REQUIRED

- SPECTATORS WELCOME
- HELP SUPPORT A WORTHY CHARITY
- LUNCH & DINNER ON SITE
- BRING LAWN CHAIRS



CONTACTS: Claude Melbourne 613-802-5000 crs3@sympatico.ca
Chris Malcomson 613-283-5724 chris.mirelle@cogeco.ca
SMITHS FALLS - MONTAGUE AIRPORT
5 min north of Smiths Falls on Roger Stevens Dr @ Russ Beach Airfield



Northern (F)



Kevin McGrath 6401L
Zone Director
705-759-1670 zd-f@maac.ca

If you are one of those hitting the Trans-Canada Highway this summer, you may be going through a number of towns in Northern Ontario with established MAAC clubs. Guests are normally welcome at our fields but it would be wise to drop a note in advance to the club contacts to make sure gates are open, and that you don't run afoul of local club rules.

You will need your proof of MAAC membership and you probably will be watched on your first flight to make sure you have the necessary skills for safe flying and to make sure you are aware of local flight conditions. Other than these requirements, our clubs are very friendly and welcome visitors.

Our zone has gone through the usual new field experience, particularly in the last five years. Notable among these is the new installation in Sault-Sainte-Marie, which includes a waterfront location that allows simultane-

ous flying from both land and water flight lines. This has been made much more manageable by the advent of 2.4 radios.

I have detailed in the past the acquisition of the land from our City and the two years of negotiation that went into the site and a grant from the Trillium Foundation which distributes profits from our Casino network. Beyond this, much sweat equity, the use of heavy machinery as well as trade skills among our members were heavily used as we created our field.



Four years on, and with much help from local contractors and individuals, we have a truly unique location with a mowed area of 15,000 sq. m, waterfront dock, a shipping container garage and all the normal facilities, all of which meet provincial and environmental standards for locations like ours.

The site itself actually is a long disused full-size aircraft landing field and seaplane base installed in the late 1940s by the Algoma Steel Corporation and was located to take advantage of the prevailing Westerly winds which, of course, works out perfectly for our models.

The main field is complete and is maintained with three tractors and a commercial power roller now that the seeded grass has taken full root.

The Soo Modellers are a very old club, dating directly back to the late 1940s, so the expertise knowledge and enthusiasm to build a facility like this were readily available and the results are first class.

Visitors are welcome, but as I say, contact us ahead of your arrival. ✈

Nord (F)



Kevin McGrath 6401L
Directeur de zone
705-759-1670 zd-f@maac.ca

Si vous êtes l'un de ceux qui rouleront sur l'autoroute transcanadienne cet été, il se peut que vous passiez à travers des communautés du Nord de l'Ontario qui comptent des terrains bien établis de clubs du MAAC. Les invités sont habituellement les bienvenus à l'un ou l'autre des terrains, mais il serait sage d'envoyer un message aux personnes ressource afin de faire en sorte que la clôture est ouverte et que vous ne fassiez pas ombre aux règlements des clubs locaux.

Vous devrez montrer une preuve d'adhésion au MAAC et on vous surveillera probablement lors de votre premier vol afin de déterminer que vous avez les aptitudes de pilotage en toute sécurité et que vous connaissez les conditions locales de vol. Autrement que ça, les membres de nos clubs sont très sympathiques et ils aiment recevoir de la visite.

Notre zone a connu sa part d'expé-

riences de fondation de nouveaux terrain, particulièrement ces cinq dernières années. À noter, les nouvelles installations du club de Sault-Sainte-Marie, qui comprennent un emplacement de vol le long de la berge, ce qui rend possible l'exploitation de deux lignes de vol (terrestre et maritime). Tout cela est plus facilement gérable avec l'arrivée des émetteurs de 2.4 Ghz.

Par le passé, je vous ai raconté l'acquisition de terrain par notre Ville et les deux ans de négociation qu'a nécessités le site ainsi qu'une subvention de la Fondation Trillium qui redistribue l'argent de notre réseau de casinos. Au-delà de ceci, comptons les travaux à bout de bras, l'utilisation d'équipement lourd et les aptitudes à divers métiers de nos membres afin de créer notre terrain.

Quatre ans plus tard et grâce à l'aide d'entrepreneurs locaux et de diverses personnes, nous jouissons d'un emplacement unique qui comporte une aire dont le gazon est coupé sur 15 000 m carrés, un quai sur la berge, un garage sous la for-

me d'un conteneur et les installations normales; ces ajouts répondent tous aux normes provinciales et environnementales.

Le site est en fait un terrain pour avions à l'échelle réelle et une hydrobase dont se servait à compter des années 1940 l'Algoma Steel Corporation. Ces installations avaient été configurées à l'époque pour profiter des vents prédominants de l'Ouest et, bien sûr, cela fonctionne à merveille pour nos maquettes.

Le terrain principal est complété et trois tracteurs en assurent l'entretien, en plus d'un rouleau motorisé commercial, maintenant que le gazon pousse bien.

Les Soo Modellers, c'est un vieux club qui remonte directement aux années 1940, lui aussi, si bien que l'expertise et l'enthousiasme étaient au rendez-vous lorsqu'est venu le temps de construire un tel terrain. Le résultat est de première classe, rien de moins.

Bienvenue aux visiteurs, mais comme je le disais, avertissez-nous à l'avance de votre passage chez nous. ✈

BC Coastal (H)



Bill Rollins 27460L
Zone Director
250-248-5545 zd-h@maac.ca

I'm going to start this report off with a reminder about the Victoria Radio Controlled Model Society (VRCMS) "Largest Little Airshow" on August 11 and 12. This is a very entertaining show with the proceeds going to a great cause.

I am very sad to report that Mike Caljouw had a heart attack and passed away on April 30. He was an incredible person and will be missed by us all. The following letter is from his long time friend, Michael Morgan:

"Remembering Mike Caljouw. I first met Mike in the early 1970s. There were a few guys who were getting into R/C and Mike was the guy to go to; we formed the Cowichan Thunderbirds R/C Club. Mike was always at the forefront, getting the flyers to join MAAC. His one



hope was to someday have a dedicated MAAC flying field in the area. He organized Fun Flies, mall shows, we flew at the local air shows, trying to promote R/C flying with the public.

"Being around Mike at the flying field was never dull. Seeing him pull the wing off his Ugly Stik in a dive, an inverted pass for a reporter and he pulled back on the elevators and drove the plane so far into the ground that we had to dig the motor out. There was a period where he never went home with a complete plane. His hearty laugh and loud voice will be missed, but I am sure he will be up there keeping an eye on us."

The BC Coastal Zone (H) Annual Zone Meeting -- Swap Meet will be held at Beban Park -- Beban Social Centre 2300 Bowen Road in Nanaimo B.C. on October 28 at 12:00 noon. Registration starts at 11:00 a.m. Swap Meet set-up starts at 9:00 a.m. with on

the fly wheeling and dealing. The Swap Meet will stop at 11:50 a.m. and then continue after the completion of the Annual Zone Meeting. Free coffee, tea and donuts will be provided.

If you are planning to come from the Mainland and need a ride to and from the Departure Bay or Duke Point Ferry Terminals, please let me know well in advance so that I can arrange free transportation.

If you ever get a chance to acquire and fly a funny looking airplane with forward swept wings called an "Alienator," (which looks like something out of Star Wars) my advice is to exchange the supplied outer wing spars for carbon fibre ones. The first 25 or so flights were absolutely a blast but then the right wing decided to part ways with the rest of the airplane on the downward leg of a 300-foot square loop, ironically on the corner LOL. There was a loud snapping noise and in a blink of an eye it was all over, other than the wing panel floating down "waterfall" style. That's it, hope to see you all sometime this summer. ✈

Colombie-Britannique – zone côtière (H)



Bill Rollins 27460L
Directeur de zone
250-248-5545 zd-h@maac.ca

Je vais entamer cette chronique en vous rappelant que le Largest Little Airshow de la Victoria Radio Controlled Model Society (VRCMS) aura lieu les 11 et 12 août. C'est un spectacle très divertissant et les profits sont versés à une bonne cause.

J'ai le regret de vous informer du décès, après une crise cardiaque, de Mike Caljouw, le 30 avril dernier. Il était une personne vraiment incroyable et tous vont s'ennuyer de lui. La lettre suivante est de son ami de longue date, Michael Morgan :

«En souvenir de Mike Caljouw. J'ai rencontré Mike pour la première fois au début des années 1970. Quelques gars se lançaient en vol télécommandé et Mike constituait déjà la référence en la matière; nous avons formé le Cowichan Thunderbirds R/C Club. Mike était toujours à l'avant-scène et réussissait à faire inscrire les pilotes au MAAC. Son plus grand rêve, c'était qu'un jour, un terrain de vol

soit établi dans la région. Il organisait des Fun-flies, des expositions statiques à des centres commerciaux, nous avons fait voler des maquettes à des spectacles aériens et nous tentions par tous les moyens de faire la promotion du vol télécommandé.

«Se trouver à proximité de Mike au terrain de vol n'était jamais ennuyant. Une fois, devant un journaliste, nous l'avons vu arracher les ailes de son Ugly Stick à la sortie d'un piqué, relever son élévateur en vol inversé, si bien que son avion s'est enfoui si profondément dans le sol qu'il a fallu creuser pour en extraire le moteur. Il fut un temps où il ne retournait jamais à la maison avec une maquette complète. Nous nous ennuyons particulièrement de son rire tonitruant et de sa voix prononcée, mais je suis persuadé qu'il veille sur nous, de là-haut.»

L'Assemblée annuelle de la zone côtière Colombie-Britannique (zone H) et vente-échange aura lieu à Beban Park (le Social Centre de Beban au 2300, chemin Bowen, à Nanaimo) le 28 octobre à midi. L'inscription commencera à 11 heures. Les gens pourront commencer à disposer

leur marchandise en prévision de la vente-échange à 9 heures. Les ventes arrêteront à 11 h 50 pour reprendre sitôt l'assemblée de zone terminée. Il y aura café, thé et beignes gratuits.

Si vous avez l'intention de venir depuis le continent et que vous avez besoin de transport depuis les terminaux de traversier Departure Bay ou Duke Point, faites-le moi savoir à l'avance et j'arrangerai du transport gratuit.

Si vous avez la chance de vous procurer un drôle d'avion aux ailes à flèche avant qui s'appelle l'Alienator (il ressemble étrangement à une création de la Guerre des étoiles), je vous conseillerais d'échanger les longerons extérieurs pour les ailes pour de telles composantes en fibre de carbone. Je me suis beaucoup amusé au cours des 25 premiers vols, après quoi l'aile droite s'est séparée de l'avion en course vent arrière d'un circuit de 300 pieds, ironiquement, au coin. Nous avons entendu un bruit «snap» assez prononcé et en une fraction de seconde, c'était fini. Le panneau d'aile est revenu sur la terre ferme. C'est tout et j'espère vous voir au cours de l'été. ✈

Québec (I)



Rodger Williams 9587L
Zone Director
418-650-3150 zd-i@maac.ca

On passing by the local clubs, I see a flurry of activity with everyone pitching in to bring their treasured site back to the pristine condition after the winter's wrath. Don't forget to have renewed the MAAC safety signs if they are faded as it is most important that the spectators are aware of the possibility of danger that exists by getting too close to the flight line.

Review with all of the members what safety guidelines are established by the club as you may have many new members who don't have any knowledge of them. Make some copies of the club constitution and make sure each member has one. By the time you read this, I am sure that you have already done this and you are in the summer flying session.

There are some spectacular Fun Flies coming this year and make sure you check the listings to see the latest. The complete (I) Zone seems to be well covered with

events including IMAC competitions and several in the Lac-Saint-Jean/Saguenay regions. I hope to be able to get and visit a lot of them.

Now a short word about the up and coming AZM (Annual Zone Meeting). As I inherited the Zone Director's position this year, I want to let everyone know that I am very interested in standing for re-election as the Quebec (I) Zone Director, which would be for the next two



André Bernard, Vice President of Hélifun Québec, receiving his MAAC Leader Member Certificate from Rodger Williams. / André Bernard, vice-président d'Hélifun Québec, reçoit son certificat de membre Leader du MAAC des mains de Rodger Williams.

years. There is a huge learning curve for a new director and I feel that I have most issues under my belt and ready to move ahead. Our zone meeting will be held in October at the Four Points Hotel in Lévis this year. The exact date will be in the next issue. I would like to invite all the presidents of each club to come and all interested members who want to see how the MAAC organization works. Also, if you have any recommendations or resolutions to bring forward at the meeting, please have them in writing prior to the meeting for discussion. I will have more to say about the AZM next issue.

With the big swing in FPV flying, make sure that you stay in touch with the FPV Chairman for any new guidelines that are recommended. He is very much up to date with these and it is important that the clubs adopt these guidelines, for the safety of others.

Now is also a good time to start thinking about club projects like mall shows. I believe we need more of these to let the general public know about our organization and local clubs. ✈

Québec (I)



Rodger Williams 9587L
Directeur de zone
418-650-3150 zd-i@maac.ca

Lorsque je m'arrête aux différents clubs locaux, je constate une kyrielle d'activités et tout le monde s'active afin de ramener leur terrain à sa condition d'avant l'hiver. N'oubliez pas de renouveler les panneaux de sécurité du MAAC, s'ils se sont fanés sous l'action du soleil; il est très important que les spectateurs sachent qu'il peut être dangereux de trop se rapprocher de la ligne de vol.

Reprenez les lignes directrices en matière de sécurité avec tous vos membres puisque certains nouveaux venus pourraient ne pas les connaître. Faites imprimer des exemplaires de la constitution de votre club et assurez-vous que tout le monde en a. Au moment où vous lirez ceci, je suis persuadé que vous aurez déjà fait cela et que vous avez entamé votre saison estivale.

Des Fun-flies tout à fait spectaculai-

res s'en viennent cette année, si bien que vous devriez vérifier la liste des événements à venir afin de voir les plus récents. La zone (I) au complet semble en accueillir plusieurs, y compris des compétitions IMAC et d'autres dans la région du Saguenay-Lac-Saint-Jean. J'espère pouvoir en visiter plusieurs.

Un petit mot sur l'Assemblée générale annuelle de zone. Puisque j'ai hérité du poste de directeur de zone cette année, je fais savoir à tout le monde que j'aimerais bien être réélu à titre de directeur de la zone (I), ce qui signifierait que je demeurerais en poste pour une période de deux ans de plus. La courbe d'apprentissage est assez accentuée pour un nouveau directeur de zone et je crois que j'ai réglé bien des choses et que je suis prêt à poursuivre la tâche. Notre assemblée aura lieu en octobre à l'Hôtel Four Points de Lévis. Je vous communiquerai la date dans le prochain numéro. J'invite le président de chaque club à venir, ainsi que tous les membres qui voudraient voir

comment fonctionne le MAAC. Aussi, si vous avez des recommandations ou résolutions à présenter lors de la réunion, veuillez me les faire parvenir par écrit avant la réunion, à des fins de discussion. Je parlerai plus longuement de l'Assemblée annuelle de zone dans le prochain numéro.

Avec la mouvance assez prononcée vers le vol par immersion (First Person View, en anglais), assurez-vous de demeurer en contact avec le président de ce comité afin d'apprendre quelles sont les nouvelles lignes directrices recommandées. Il connaît très bien cette matière et il importe que les clubs adoptent ces lignes directrices, dans l'intérêt de la sécurité des autres.

C'est aussi le moment de penser à des projets de club, comme les expositions dans les centres commerciaux. Je crois que nous en avons davantage besoin afin de faire connaître notre mouvement et les clubs locaux. ✈

St Lawrence (J)



Steve Woloz 7877
Zone Director
(514) 944-8214 zd-j@maac.ca

The Saint-Laurent zone is now fully up and running with many events in action including those that have occurred, and also about to happen.

AGM 2012

This year, the zone hosted the MAAC Annual General Meeting in Montréal. More than 30 MAAC delegates attended the event

The event was a great success with the meetings conducted in an orderly fashion by our President, Ron Dodd. In addition, prudent planning and tight budget controls enabled this AGM to come in on budget with lower costs than previous years. While the men were busy in meetings, the ladies were on tour around Montréal thanks to the great organization planning by Mary Palangiewicz, her soul mate Dave Loveday and with additional assistance from Lynn Woloz. Locations visited by the ladies included the Biodome, Olympic Stadium, Old Montréal, Little Italy, Jean-Talon Market, Dante Hardware, and special eateries including St-Viateur Bagel and Schwartz Delicatessen.

Thanks so much to all who worked so hard to make this event a success.

RC JET RALLY JUNE 1-3

As of the publication date of this issue, our zone will have hosted the International Jet Rally, the first

weekend of June at the Sherbrooke airport. Event organizer Robin Leblond estimates that he will have 40-50 pilots and 2,000 visitors. Corporate sponsors have also been solicited to offset the costs of hosting this first-of-a-kind Jet Rally in Canada.

PROVINCIAL HELICOPTER FUN FLY

On the last weekend of June, Club Crash will hold its three-day provincial helicopter Fun Fly in Mirabel. This event will feature demonstrations by three professional heli pilots including Marcus Kim, Kyle S Tracy and Nick Maxwell. For more information, please visit www.club-crash.ca



Left to Right: Jean Pelletier, Normand Pelletier, André Frenette, Diane Chevalier, Jean Chevalier, Michel Benoît with Jean's 1/4 scale Monocoupe Kange Model : 96" wingspan with Fujii 32 cc swinging 18/10 prop. / De g. à dr. : Jean Pelletier, Normand Pelletier, André Frenette, Diane Chevalier, Jean Chevalier, Michel Benoît en compagnie du Monocoupe Kange à l'échelle un quart de Jean. Envergure de 96 pouces, motorisation par Fuji 32 c.c., hélice de 18/10.

[crash.ca](http://www.club-crash.ca)

CÔTE SAINT-LUC CANADA DAY CELEBRATIONS

Due to the success of last year's event, we are pleased to be invited back by the City of Côte Saint-Luc for the Canada Day festivities in the main park, beside the Samuel Moscovitch Arena. Our participation includes a static and low-key dynamic display of RC aircraft.

AEROTOW (JULY 20-23)

July 20, the Club Les Arpents V'Air in Lacolle will be hosting the three-day Fun Fly called Aerotow specially for tow planes and gliders. This will be the second year for this great event. It will be sponsored by AMR, which is producing large scale gas airplanes right in Québec. Don't miss this event which is of international calibre. To learn more visit www.rcaerotowing.com

ADDITIONAL EVENTS TO FOLLOW

Noteworthy events to be covered later will include the Festival aérien hosted by the Club Aeromodéliste in Asbestos, the weekend of the 4th of August and the Club Mars 50th anniversary Fun Fly to be held in Lachenaie on the weekend of August 11. Additional Fun Fly and Float Fly events will be covered later as well.

FIELD VISITS TO DATE

As of the writing of this article in the middle of May, I have had the pleasure of several club visits including MAVIP, MRC, Napierville and Arpents V'Air.. ✈

St Laurent (J)



Steve Woloz 7877
Directeur de zone
(514) 944-8214 zd-j@maac.ca

La zone Saint-Laurent bourdonne d'activités; certains ont eu lieu, d'autres se préparent.

A.G.A. 2012

Cette année, c'était au tour de la zone d'être l'hôte de l'Assemblée générale annuelle, à Montréal. Plus de 30 délégués s'y sont rendus.

Cette rencontre a remporté beaucoup de succès et les réunions se sont dérou-

lées de façon très ordonnée sous la tutelle de notre président, Ron Dodd. De plus, de la planification prudente et un contrôle financier ont fait en sorte que le budget de l'A.G.A. a été respecté et il en a coûté moins cher que par le passé. Tandis que les hommes vauaient aux réunions d'affaires, les dames ont effectué une tournée montréalaise grâce aux préparatifs de Mary Palangiewicz, son conjoint Dave Loveday et à un coup de main de la part de Lynn Woloz. Les visiteuses se sont rendues en des lieux célèbres tels le Biodôme, le stade olympique, le Vieux-Montréal, la petite Italie, le marché Jean-Ta-

lon, la quincaillerie Dante et de petits restaurants comme les Bagels St-Viateur et le délicatessen Schwartz.

Merci à toutes les personnes qui ont travaillé afin d'assurer le succès de cette rencontre.

RALLIEMENT DE JETS, DU 1 AU 3 JUIN

Au moment de l'échéancier pour ce numéro de la revue, notre zone aura été l'hôte de l'International Jet Rally, à l'aéroport de Sherbrooke. L'organisateur Robin Leblond estimait à 40 ou 50 le nombre de

suite à la page 75

Saskatchewan (K)



Heinz Pantel 42484L
Zone Director
306 781-7400 zd-k@maac.ca

First of all, a reminder that our Annual Zone Meeting will be held in Saskatoon on October 7th at 1:30 p.m. at the Saskatoon Hub City Radio Control Club (HCRCC) clubhouse. The first item will be the election of the Zone Director. My two-year term is up, although I will let my name stand for re-election. If there is anyone else who is interested in this position, please submit in writing your intent to MAAC office and to the present ZD thirty (30) days prior to the Zone Meeting. This also would be a good time to start considering if you are interested in any of the committee positions, either as a Chair or as a member to help change or improve our organization.

Nominations for the next recipient of a "Leader Membership Certificate" or one of the other awards that MAAC offers also need consideration. I'm sure that there are members in your club who have been with MAAC for more than ten years, and have contributed towards our great hobby. Surely, there are some individuals deserving of recognition for their contribution to RC flying.

More information can be found on our

website for the requirements of various awards. Those names must be forwarded to me prior to the AZM so that their names can be recorded at that time.

While I'm on the website topic, have you taken a look, lately? There have been many changes made, all for the betterment of our use, with many more changes and improvements yet to come.

Next year, we will be hosting the Annual General Meeting (AGM) in Saskatoon on Sunday March 31. Everyone is welcome to come. Time and actual location will be posted at a later date.

This would be a perfect time to meet all the board members and also, the executive in person whose members operate your organization and we'll offer some Saskatchewan hospitality.

Don't forget to get out to some of the coming events such as the Provincial Fun Fly in Saskatoon on July 14 and 15, the Regina Windy flyers Fun Fly on July 21, the Swift Current Large Scale RC Rally on August 10, 11 and 12, just to list a few. Please check the website for the rest of the events for the balance of this year. I know some of the events are quite a distance but try to get to a nearby club and participate in its event. If you take that first step and participate, other clubs may reciprocate.

That's it for now – hope to see you at one of the events, this summer.. ✈



A group photo at the Moose Jaw R/C Aircraft Club before the test flight, of Mark Brisebois' Boomerang Sprint trainer turbine model. Clockwise from front left, Mark Brisebois, Alain Brisebois, Richard Baum and Jamie Clark. Since that first test flight Mark has had numerous successful flights. / Photo de groupe au Moose Jaw R/C Aircraft Club avant le vol d'essai du jet de formation (turbine) Boomerang Sprint de Mark Brisebois. Dans le sens des aiguilles d'une horloge à partir de l'avant, à gauche : Mark Brisebois, Alain Brisebois, Richard Baum et Jamie Clark. Depuis ce vol initial, Mark a réussi plusieurs autres vols.

Photo by Heinz Pantel

Saskatchewan (K)



Heinz Pantel 42484L
Directeur de zone
306 781-7400 zd-k@maac.ca

En premier lieu, je vous rappelle que notre Assemblée annuelle de zone se déroulera à Saskatoon le 7 octobre à 13 h 30 au clubhouse du Saskatoon Hub City Radio Control Club (HCRCC). Le premier point à l'ordre du jour sera de procéder à l'élection du directeur de zone. Mon mandat de deux ans sera parvenu à échéance, mais je consens à déposer mon nom, une fois de plus. Si quelqu'un d'autre s'intéresse au poste, veuillez soumettre par écrit votre intention de vous présenter au siège du MAAC ainsi qu'à l'actuel directeur de zone au moins trente (30) jours avant ladite réunion. Ce serait aussi le bon moment de songer à un quelconque poste au sein d'un comité, que ce soit à la présidence ou à titre de membre, histoire d'améliorer notre organisme.

Les mises en candidature pour les récipiendaires des titre Leader ou pour une quelconque autre nomination au sein des honneurs du MAAC devraient être articulées dès maintenant. Je suis persuadé que des membres font partie du MAAC depuis plus de dix ans et qu'ils ont contribué de façon appréciable à notre merveilleux passe-temps. Nous comptons sûrement des gens qui méritent d'être ainsi reconnus.

Vous trouverez les renseignements là-dessus à même notre site Web. Ces noms doivent m'être transmis avant même l'Assemblée générale de la zone, de sorte à ce qu'ils soient dûment consignés.

Tandis que je traite du site Web, y avez-vous jeté un coup d'oeil, dernièrement? Plusieurs changements ont été apportés dans l'esprit d'améliorer sa convivialité et d'autres changements s'en viennent.

L'année prochaine, nous serons les hô-

tes de l'A.G.A. à Saskatoon, le dimanche 31 mars. Bienvenue à tout le monde. Nous vous ferons part du lieu et de l'heure à une date ultérieure.

Ce pourrait être l'occasion idéale de faire la connaissance des membres du Conseil de direction et de l'exécutif; ce sont ces gens qui font rouler votre association. Nous offrirons aussi l'hospitalité à la façon saskatchewanaise.

N'oubliez pas de vous déplacer aux événements tels le Fun-fly provincial à Saskatoon, les 14 et 15 juillet, le Fun-fly des Regina Windy Flyers le 21 juillet, le ralliement des copies volantes à Swift Current du 10 au 12 août. Ce ne sont que quelques-uns de ces rassemblements. Consultez le site Web afin de vérifier les autres événements qui se déroulent au cours de l'été. Je sais bien que quelques-uns d'entre eux se trouvent à une bonne distance de route, mais faites de votre

suite à la page 23

South East Ontario (L)



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

Let's fly... in the South East Zone of MAAC this summer.

There are plenty of opportunities to fly model aircraft with a total of 45 MAAC registered clubs in our zone, including two newly affiliated clubs, the Northumberland Electric Aviators and the Queensville Model Aircraft Club. Each club in the zone offers a unique venue and great flying. Many clubs also have a team of dedicated volunteers plus a roster of members who share a common interest in promoting model aviation. That's a terrific combination and provides plenty of extra flying opportunities at sanctioned events.

There are several events of note in the South East Zone during the months of July, August and September. Mark your calendar and get ready for flying and good times.

Starting mid-July, consider the Murray Chercover Memorial Fly-In at the RC 400 Club flying site. Later in July, don't overlook the Oakville Milton Precision Aerobatic Contest. Then in August, consider attending the Kawartha Scale Classic and the George From War Bird Rally at Seaton Valley. The Oakville Milton Aerotow, Beeton Corn Cob Float Fly,



Another successful sortie: Murray Chercover Memorial Fly-In, RC 400 Club.
Une autre sortie couronnée de succès : le Murray Chercover Memorial Fly-In au RC 400 Club.

and Oakville Heli Fly are also in August. In September, watch for the Kawartha Lakes Precision Aerobatics Contest, the 10th Annual Long Sault Scale Rally, the 55th Anniversary of the Balsa Beavers, the EMFSO Electric Float Fly and finally the Oakville Scale Fun Fly.

As a reminder, watch for Bill Thorne, Deputy Zone Director and the three Assistant Zone Directors of the South East Zone: Doug Anderson, Dennis Dubois

and Jim Eichenberg. They plan to attend events, visit clubs over the summer and work more closely with each club. Invitations to flying events are encouraged and much appreciated.

Personally, I intend to take in at least one model aircraft event on most weekends. It's always a pleasure to visit clubs and to fly my model airplane with other members of the club. ✈

Sud Est Ontario (L)



Clair Murray 54946L
Directeur de zone
(905) 939-2928 zd-l@maac.ca

Allons, pilotons nos avions...au sein de la zone Sud-est du MAAC, cet été.

Vous aurez amplement l'occasion de faire voler vos maquettes à quelque part puisque 45 clubs sont inscrits au sein de notre zone, y compris deux nouveaux, les Northumberland Electric Aviators et le Queensville Model Aircraft Club. Chacun offre un terrain de vol unique et l'occasion de faire évoluer vos maquettes. Plusieurs de ces clubs comptent d'ailleurs une équipe de bénévoles dévoués ainsi qu'une brochette de membres qui ont tous en commun la promotion de l'aéromodélisme. C'est une combinaison sensationnelle et vous pourrez faire voler des maquettes lors de concours parrainés.

Plusieurs événements sont dignes de mention au sein de la zone entre juillet et septembre. Inscrivez ces dates à votre calendrier et attendez-vous à vous amuser.

À compter de la mi-août, songez à vous rendre au Murray Chercover Memorial Fly-In au terrain de vol du RC 300 Club. Plus tard, ce mois-là, n'oubliez pas le concours d'acrobatie de précision à Oakville-Milton. En août, vous pourriez vous rendre aux Kawartha Scale Classic ainsi qu'au George From War Bird Rally, ce dernier à Seaton Valley. D'autres rassemblements se déroulent aussi en août : l'Oakville Milton Aerotow, Beeton Corn Cob Float Fly, ainsi que l'Oakville Heli Fly. En septembre, surveillez le concours d'acrobatie de précision de Kawartha Lakes, le 10e ralliement de copies volantes de Long-Sault, le 55e anniversaire des

Balsa Beavers, le Float-fly électrique de l'EMFSO et finalement le Fun-fly de copies volantes à Oakville.

Un petit rappel : surveillez le passage de Bill Thorne (directeur de zone adjoint) ainsi que des assistants directeurs de zone Doug Anderson, Dennis Dubois et Jim Eichenberg. Ces hommes ont l'intention de se présenter aux événements et de visiter des clubs au cours de l'été et de travailler en étroite collaboration avec chacun. Nous apprécions les invitations que vous nous lancerez de nous rendre sur place.

Personnellement, j'ai l'intention de me présenter à au moins un rassemblement de maquettes, la plupart des fins de semaine. Je retire toujours beaucoup de plaisir de visiter les clubs et de piloter mes maquettes en compagnie de membres des autres clubs.. ✈

South West Ontario (M)



Frank Klenk 32001L
Zone Director
(519) 842-8242 zd-m@maac.ca

This year, our Annual Zone Meeting will be on October 27, 2012. The location will be the 427 Wing Air Force Association Club at the London International Airport, 2155 Crumlin Sideroad, London. Registration and sign-in starts at 10:00 a.m. and the meeting will be called to order at 11:00 a.m.

Linda Patrick and I recently attended a memorial service for Frank Lilliman, who had served as the President of MAAC from 1954 to 1956.

The small church was packed with friends and family to celebrate his life. Every eulogy spoke of Frank and his airplanes. A proper obituary will be published about Frank.

On a brighter note, Dave King, V.P. of the Forest City Flyers Club executive, sent this letter in:

“The Forest City Flyers membership

would like to thank MAAC personnel and others who made it possible for our club to retain our land lease for 2012.

“When the Ford plant closed, we were given written notification that our lease contract would not be renewed and we were asked to vacate the land of all fixtures by the end of December 2011. For many of our senior members, it was a harsh blow and took the wind out of our sails. Our members rose to the activity even though our hearts were not in it. For the most part, we stripped the field bare of all fixtures; we left a few things intact just in case there was a small chance of a lease renewal.

“In Feb 2012, we were informed that we could have the land lease for 2012 but we needed to provide additional insurance coverage. Eugene Kirk, our club President, communicated with Ford USA’s Land Lease Services and tried to reason with them that we were a not-for-profit group that had been leasing their land for decades without any additional

insurance coverage.

“It was at this point that MAAC team members Larry Rousselle (Insurance Advisory Group Chairman), Linda and Rivka from the MAAC office, Sheila Ryckman from AON Insurance Group stepped in and resolved our insurance issue.

“I have to say, that there was much dedication, time and energy from the MAAC executive, including Frank Klenk our Zone Director, that made this possible. Also, without our Chairman Eugene and his determination, we may not have reached our goal.

“Our field is once again operational, although it has taken some additional work to get it back into shape. We look forward to our fellow RC flyers visiting our flying field this year.”

Thank you David for the fine report and I extend an invitation to the entire zone to come out and celebrate with the club by bringing your plane and enjoying a relaxing day of flying. Fly safe and see you in the pits. ✈

Sud Ouest Ontario (M)



Frank Klenk 32001L
Directeur de zone
(519) 842-8242 zd-m@maac.ca

Cette année, notre Assemblée annuelle de zone se déroulera le 27 octobre 2012. Le lieu, ce sera le 427 Wing Air Force Association Club à l’aéroport international de London, situé au 2155, Crumlin Sideroad, London. L’inscription débutera à 10 heures et la réunion sera convoquée à 11 heures. Linda Patrick et moi-même nous sommes récemment rendus à un service funèbre à la mémoire de Frank Lilliman, qui a été président du MAAC entre 1954 et 1956.

La petite église était bondée d’amis et de membres de la famille de Frank afin de célébrer la vie qu’il a eue. Chaque personne invitée au micro a parlé de Frank et de ses avions. Un avis sera publié plus tard.

Sur une note plus enjouée, Dave King, vice-président du Forest City Flyers Club, nous a fait parvenir cette lettre :

«Les membres des Forest City Flyers aimeraient remercier le personnel du MAAC et d’autres qui ont fait en sorte que notre bail a été retenu en 2012.

«Lorsque l’usine de véhicules Ford a

fermé ses portes, on nous a remis un avis nous informant que le contrat de notre bail ne serait pas renouvelé et on nous a demandé de retirer tout ajout installé sur le terrain d’ici la fin décembre 2011. Plusieurs de nos vétérans ont mal pris la chose et ils ont été découragés. Nos membres ont obtempéré, même si le cœur n’y était pas. En gros, nous avons vidé le terrain de vol, mais nous avons laissé quelques accessoires intacts au cas où les choses prenaient un bon virage.

«En février 2012, on nous a informé que nous pourrions avoir le bail en 2012 mais que nous devons ajouter de la protection d’assurance. Notre président, Eugene Kirk, a communiqué avec les services de Ford USA et a tenté de raisonner avec eux à l’effet que le club était un organisme sans but lucratif et que nous avions loué ces lieux depuis des décennies sans avoir à payer un supplément d’assurance.

«C’est à ce moment que Larry Rousselle (président du Comité consultatif sur les assurances), Linda et Rivka au siège du MAAC, Sheila Ryckman (AON Insurance Group) se sont mêlés de l’affaire et qu’ils ont réglé notre problème.

«Je dois dire que l’exécutif du MAAC

(y compris notre directeur de zone, Frank Klenk) y ont mis beaucoup de dévouement, de temps et d’énergie. Merci aussi à notre président Eugene, sans qui nous n’aurions pas atteint notre but.

«Notre terrain est opérationnel une fois de plus et bien que cela ait nécessité davantage de travail. Nous avons hâte d’accueillir des visiteurs, cette année.»

Merci, David, pour ce compte-rendu et je transmets l’invitation à la zone au complet; venez célébrer la réouverture du club en apportant une de vos maquettes afin de vous détendre en la pilotant. Pilotez en toute sécurité et au plaisir de vous rencontrer dans l’aire des puits. ✈

Saskatchewan

suite de la page 21

mieux afin de vous rendre à celui d’un club non loin. Vous franchirez ainsi cette première étape de participer et les autres clubs en feront de même à l’égard de votre propre rassemblement.

C’est tout pour l’instant. J’espère vous voir l’un ou l’autre de ces rassemblements, au cours de l’été.. ✈

Flamington

HOBBY SUPPLY



CARS • TRUCKS • BUGGIES • PLANES
BOATS • HELICOPTERS • ROCKETS
SLOT CARS • TOOLS •




We Will Ship Anywhere

www.e-rc.ca 1-800-870-6346

120 HIGGINS AVENUE
WINNIPEG, MB R3B 0B4



204 947-2865

Jay Dee's Skis

DESIGNED AND BUILT BY AN EXPERIENCED WINTER FLYER!



MasterCard VISA

DEALER INQUIRIES WELCOME

"I tried the .40 size skis on my Twist and love them. I put the .60 size on my 73" Yak that weighs just under 12 Lbs. What a blast! I never imagined winter flying could be so much fun." *Atti Racz Stoney Plain, Ab.*

"Just a note to express my total satisfaction with your excellent skis. Having a climate like yours, we certainly need proper "footwear" on our planes. I spent last weekend cruising around the local lake with my Cub and Jay Dee skis - many fellow flyers were most impressed and asked where could they get them?" *Richard Lindheim Oslo, Norway*

Retail Prices in Canada	
.60 Trike Assy.	\$ 49.50
.60 Tail Dragger Assy.	\$ 44.50
.40 Trike Assy.	\$ 45.00
.40 Tail Dragger Assy.	\$ 43.00
Shipping and handling... Add \$7.50	

WWW.JAYDEESKIS.COM JAYDEEN@SHAW.CA
(780) 462-9485

HAPPY LANDINGS!



Model Aviation CANADA

Our 'footer' ads bring a new look and more impact!

Advertise in Model Aviation Canada

for more information contact: Keith Morison 403-282-0837 or editor@ModelAviation.ca

	6x	3x		
↓	1/2 pg footer	\$420	\$545	↓
↓	1/3 pg footer	\$260	\$340	↓
	1/4 pg footer	\$205	\$265	↓

AEROTOW 2012

CLUB R/C LES ARPENTS V'AIR

JULY 20 TO 22, 2012

LACOLLE QC

FOR MORE DETAILS, LOCATION
AND PRE-REGISTRATION PLEASE VISIT:

WWW.RCAEROTOWING.COM

OR CONTACT

DANIEL PLOUFFE DPLOUFFE@BELL.NET
LEN BUFFINTON LBUFF1@COMCAST.NET





Sign 3 Fly Free

Sign three new open members
before Dec., 31/2012
and receive
one year's free membership.

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

Parrainez 3 Adhésion Gratuite

Parrainez 3 nouveaux membres avant
le 31 décembre 2012 et recevez
une adhésion d'un an gratuite

Pour nouveaux membres réguliers
de 18 ans et plus seulement et sans
adhésion au MAAC pour plus de 5 ans

MODEL FLYERS APPLICATION 2012

DEMANDE DE PERMIS DE MODÉLISTE 2012

Please print clearly and do not tear or cut this form. One applicant per form
s.v.p. Écrire clairement. Ne pas détacher. Un candidat par formulaire.

MAAC Sponsor Name/

Nom du Parraineur du MAAC: _____ MAAC # _____

OPEN MEMBER (18 years or over as of Jan.1st)

Membre Régulier (18 ans et plus au 1er janvier)

\$80 (with magazine/ Avec la revue) **\$80.00** plus GST/HST

HST/TVH 15% (NS) _____

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

HST/TVH 12% (BC) _____

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

Total _____

MAAC # _____

(Must be a new member or out of the hobby for more than 5 years)

(nouveau membre ou sans adhésion au MAAC pour plus de 5 ans seulement)

NAME/NOM: _____
first/prénom, initial, last/nom

ADDRESS/Adresse: _____

CITY/Ville: _____

PROVINCE: _____ POSTAL CODE/code postal: _____

TEL (R): _____ E-MAIL/courriel: _____

TEL (W/T): _____ FAX: _____ E-MAIL/courriel: _____

MAAC CLUB AFFILIATION(S)/ club affilié au MAAC: _____

BIRTHDATE/date de naissance: _____ | _____ | _____ LANGUAGE/langue parlée: _____
m | d/j | y/a

OCCUPATION/ EMPLOI: _____

Method of Payment/ Méthode de paiement:

Visa Mastercard Cheque Included/inclus

Card #: _____

Card Holders Signature

Exp: / signature du titulaire de carte:

9-5100 South Service Road, Burlington,
Ontario L7L 6A5

www.maac.ca | maachq@on.aibn.com | (905) 632-9808 Fax (905) 632-3304



Jack McGillivray #1025L
Le génie gentleman

par Richard Lyle Barlow

Dans quelque champ d'activité que ce soit, la grandeur est reconnue comme étant une combinaison de talent et de personnalité (caractère). Bien qu'être le meilleur dans notre domaine vous donne une performance impressionnante, être en plus un être humain admirable, voilà ce qui mérite le respect. Combinez ces deux qualités et vous obtiendrez la grandeur. En 1993, cette grandeur a été reconnue lorsque Jack McGillivray a été intronisé au Temple de la renommée du MAAC.

Le palmarès de performance de Jack est inégalé et ceux qui l'ont connu avaient énormément de respect, d'admiration et d'affection pour Jack à titre d'ami. C'est en raison de cette combinaison unique que plusieurs le décrivent comme étant le plus grand modéliste que le Canada ait jamais produit.

Le jeudi 19 août 2010, Jack a succombé à une forme très agressive du cancer à l'âge de 75 ans. Son décès a été souligné par un hommage dans le quotidien *Globe & Mail* et par un service funèbre qui a attiré un grand nombre d'amis et d'admirateurs.

Lorsque son testament a été ouvert et lui, il avait fait don de 100 000 \$ au MAAC. Aucune condition ne s'y rattachait et aucune condition ou directives ne stipulait comment dépenser ce legs. C'était typique de Jack.

Lors d'une carrière de 60 ans, Jack a excellé dans les concours de maquettes, tant au local qu'au national que sur la scène internationale. Son principal inté-

rêt était le vol libre et au sein de cette catégorie, il a construit des maquettes de planeur, avion à propulsion élastique et vol libre motorisé.

Il dominait les épreuves à lesquelles il s'inscrivait. Il a été concurrent à des concours internationaux et a ainsi représenté le Canada au vol libre, tant à l'intérieur qu'à l'extérieur. Lors de son règne de 40 ans à représenter le Canada, il s'est rendu à 24 championnats mondiaux... un accomplissement tout à fait extraordinaire. Il s'est aussi démarqué en établissant 49 records canadiens.

Dans ses dernières années, Jack s'est concentré sur le vol intérieur. De son atelier surgissaient des copies volantes dignes d'un musée ou encore, des maquettes conçues pour le vol d'endurance. Il faisait voler des copies volantes à propulsion élastique d'une qualité inégalée. Il a été concurrent lors de rassemblements du Flying Aces Club (FAC) et a remporté beaucoup de succès. Il s'est aussi impliqué au sein du vol télécommandé et a connu du succès lors de concours de la Société des anciens modélistes (SAM).

À titre de constructeur de maquettes, Jack était obsédé par le poids. Ses maquettes étaient si légères que les rumeurs allaient bon train selon quoi il importait du balsa imprégné d'hélium. Rien n'était plus faux.

Jack savait quand utiliser du bois léger et quand avoir recours à du bois plus lourd en de plus petites sections. Chaque

suite à la page 28



Jack McGillivray #1025L

The Gentleman Genius



By Richard Lyle Barlow

In any field of endeavour, greatness is recognized as being a combination of talent and character. While being the best in your field yields an impressive performance record it is being an admirable human being will win respect. Combine these two, and you have greatness. In 1993, this greatness was recognised in Jack McGillivray when he was inducted to the MAAC Hall of Fame.

Jack's performance record is unmatched and those that knew him had enormous respect, admiration and affection for Jack as a friend. It is because of this unique combination that many describe him as the greatest aeromodeller that Canada has ever produced.

On Thursday 19th August 2010, at 75 years-old, Jack passed away from an aggressive form cancer. His death was marked by an extensive tribute in the Globe & Mail newspaper and a memorial service drew large crowds of friends and admirers.

When his will was read, it was found he had bequeathed the sum of one hundred thousand dollars to MAAC. There were no strings attached to this bequest, and no conditions or directions connected to its deployment. This was typical of Jack.

In a sixty-year modeling career, Jack excelled in competitive flying at the local, national and international levels. His primary interest was in free flight, and within that

category, he was involved in glider, rubber power and engine powered categories.

He dominated in the events he flew. He competed at the world level representing Canada in both indoor and outdoor free flight. In his forty-year span of representing Canada, he did so at twenty-four world championships... an outstanding achievement. He also set himself apart by setting forty-nine Canadian records.

In his latter years, Jack concentrated on indoor flying. Duration models and museum quality scale models flew from his building board. He flew rubber powered scale models of a quality that was unparalleled. He competed in Flying Aces Club (FAC) events with great success. He also got involved with radio control and was successful in Society of Antique Modelers (SAM) competitions.

As a model builder, Jack was obsessive about weight. His models were so light that rumours abounded that he imported special helium infused balsa wood. Nothing could be farther from reality.

Jack knew when to use lightweight wood and when to use heavier wood in smaller sections. Each component was exactly strong enough to perform its function, but with no excess. Every component built by hand. Every part exactly matched to its function. Everything that could be hollo-
lowed out to save weight was hol-

Jack McGillivray at the World Championships

	Venue	Jack placed	Canada placed
Outdoor			
F1B	1959 France	3	2
F1A	1961 Germany	34	20
F1B	1963 Austria	7	5
F1A	1965 Finland	37	15
F1B	1965 Finland	28	15
F1B	1967 Czechoslovakia	68	19
F1B	1969 Austria	48	8
F1B	1973 Austria	20	20
F1B	1975 Bulgaria	9	3
F1B	1977 Denmark	46	16
F1B	1979 California	47	11
F1B	1981 Spain	50	13
F1B	1983 Australia	9	7
F1B	1985 Yugoslavia	30	21
F1B	1987 France	54	20
F1B	1989 Argentina	64	16
Indoor			
F1D	1974 New Jersey	11	6
F1D	1976 England	14	13
F1D	1978 England	7	3
F1D	1980 Indiana	20	6
F1D	1982 Romania	21	10
F1D	1988 Tennessee	3	2
F1D	1990 Tennessee	15	2
F1D	1996 Idaho	8	3

continued on page 29

composante était précisément suffisamment forte afin de remplir la tâche qu'on attendait d'elle, sans plus. Il construisait chaque composante à la main. Chaque pièce s'agençait avec sa fonction prévue. Tout ce qui pouvait être creusé et évidé l'était, dans l'esprit d'épargner du poids. Chaque pièce était ensuite soigneusement pesée. Comme le disait Jack : «Seul rien ne pèse rien.»

Les méthodes de construction de Jack étaient uniques, comme en témoigne le compte-rendu d'un collègue modéliste :

«Je devais travailler à Toronto pendant un mois et demie. J'avais passé une semaine à l'hôtel mais je n'aurais soutenu ce rythme onéreux. J'avais besoin d'un lieu qui m'hébergerait et après avoir soupé avec Jack une soir, il m'a suggéré de venir vivre avec lui pendant quelques semaines. Un pied-à-terre avec un génie du Flying Aces Club? Je ne suis pas dupe.

«Nous avions coutume de nous asseoir et de construire côte-à-côte jusqu'au souper. Jack parlait de construire un deHavilland Moth Minor pour le vol intérieur. C'était avant l'époque des magasins de reprographie Kinko's et Jack abattait ce travail de la façon suivante : il disposait d'un diagramme trois-vues, d'une planche pour construire, d'un compas (caliper) et d'une calculette. J'ai voulu jeter un coup d'oeil au plan mais j'ai oublié de lui demander.

«Plus tard, j'étais occupé et je n'ai rien vu des travaux de Jack pendant environ 80 heures. Pendant ce temps, il a construit une portion du fuselage. Mais je ne voyais toujours pas de plan.

«Finalement, j'ai vu comment Jack s'y prenait. Il mesurait quelque chose sur le diagramme trois-vues, se tournait vers sa calculette et faisait des marques sur sa planche de construction et collait temporairement une pièce de balsa soigneusement me-

surée sur la planche de bois. Il passait ensuite aux cloisons verticales et au longeron supérieur.

«Il construisait ensuite le deuxième côté de fuselage par-dessus le premier et séparait les deux côtés avant d'ajouter les pièces de travers et autres pièces d'assemblage. Il n'utilisait toujours pas de plan. Il n'en avait tout simplement pas dessiné. Il n'en utilisait pas.

«Il a construit les ailes et l'empennage de la même façon. Je lui ai finalement demandé comment il arrivait à construire sans plan. 'Je me débarrasse de l'intermédiaire, m'a-t-il répondu. Pourquoi tracer des lignes sur du papier alors que je peux dessiner avec le bois de toute façon? Lorsqu'une forme est un peu plus complexe, il se peut que je dessine un croquis mais à moins que je doive construire à partir de plans pour un concours en particulier, je construis toutes mes copies volantes ainsi.'

«Aucun papier ciré sur la planche à construction. Aucun gabarit, Aucun plan. Et ce qui est ironique, c'est que Jack était un dessinateur pendant la majeure partie de sa carrière active.»

En dépit de tout le succès et de l'adulation qu'il a connus, Jack demeurait enclin à donner un coup de main, sans prétention aucune, généreux et de bonne disposition. Un homme aux moins grandes qualités aurait pu devenir arrogant ou centré sur lui-même, mais ce n'était tout simplement pas Jack. Il était toujours prêt à aider, amiable, modeste et bon -- voilà comment ses amis et connaissances qui l'ont connu se souviennent de lui.

Winston Churchill a déjà dit du colonel T.E. Lawrence (Lawrence d'Arabie) : «Je le considère comme étant l'un des plus grands êtres vivants des temps modernes. On ne verra jamais un autre comme lui. Son nom passera à l'histoire.» Il en va de même de Jack McGillivray. ✪



Jack McGillivray Indoor Records

Obsolete Records				Valid Records			
Date	Cat #	Type	Time	Date	Cat #	Type	Time
February 16, 1958	1	Class C Stick	10:10.2	June 30, 1990	2	Limited Pennyplane	9:58
March 16, 1958	1	Class D Stick	8:16.4	July 6, 1991	2	Easy 'B'	16:20
March 16, 1958	1	Class C Stick	10:38.5	October 18, 1991	1	Unlimited H.L. Stick	24:08
July 21, 1958	1	Class C Stick	12:42	May 24, 1992	3	Easy 'B'	16:49
				May 2, 1993	3	Easy 'B'	18:27
Current Records				June 3, 1993	4	Intermediate Stick	30:28
Date	Cat #	Type	Time	July 3, 1993	2	Intermediate Stick	20:14
July 6, 1974	4	FAI Indoor	32:44	July 3, 1993	2	Limited Pennyplane	11:17
August 28, 1976	4	FAI Indoor (F1D)	36:06	October 3, 1993	3	Intermediate Stick	21:27
November 6, 1977	2	FAI Indoor (F1D)	24:53	October 8, 1993	1	F1D	29:21
May 28, 1988	4	FAI Indoor (F1D)	40:14	December 5, 1993	3	Limited Pennyplane	11:04
June 4, 1988	4	Unlimited H.L. Stick	39:06	January 2, 1994	3	Limited Pennyplane	12:18
December 9, 1988	1	Easy 'B'	10:59	June 4, 1994	4	Intermediate Stick	35:07
December 16, 1988	1	Novice Pennyplane	6:31	May 31, 1995	4	F1D	43:59
July 22, 1989	4	Novice Pennyplane	12:44	June 4, 1995	4	Easy 'B'	25:06
July 23, 1989	4	Easy 'B'	23:39	July 8, 1995	3	Easy 'B'	20:41
September 8, 1989	1	Pennyplane	5:59	November 10, 1995	1	F1D	32:06
October 1, 1989	3	Intermediate Stick	15:15	June 1, 1996	4	Handlaunched Stick	41:06
October 27, 1989	1	Intermediate Stick	13:12	June 2, 1996	4	Easy 'B'	26:54
October 27, 1989	1	R.O.G. Stick	8:30	July 6, 1996	3	Intermediate Stick	28:53
November 24, 1989	1	R.O.G. Stick	10:39	August 6, 1996	4	F1D	45:57
February 2, 1990	1	Intermediate Stick	15:25	May 16, 1997	1	Easy 'B'	17:48
February 2, 1990	1	Ornithopter	5:22	July 12, 1997	3	Intermediate Stick	29:08
February 23, 1990	1	Limited Pennyplane	9:01	May 31, 1998	4	Easy 'B'	27:24
April 1, 1990	2	Intermediate Stick	19:58	January 31, 1999	4	Limited Pennyplane	16:09
June 6, 1990	4	Intermediate Stick	26:26				
June 8, 1990	4	Ornithopter	4:38				



lowed. Each part was carefully weighed. As Jack would say: Only nothing weighs nothing.

Jack's building methods were unique, as the following condensed account from a fellow modeler will indicate.

"I needed to be in Toronto for the better portion of a month and a half. I had spent a week in a hotel, and that was far too expensive to sustain. I needed a place to live for a short stretch, and after having had dinner with Jack one evening he suggested that I come 'live with him for the next few weeks.'

Free digs with one of the geniuses of the Flying Aces Club? I'm no fool.

"We'd often sit quietly co-building until dinner. Jack was talking about building a DeHavilland Moth Minor for indoor. This was pre-Kinko's days, so he got the job done like this: he had a 3-view, a building board, and some calipers and a calculator. I wanted to gander at the plan, but I forgot to ask.

"Later I was busy and never got to see much of Jack for about 80 hours. In that time there were good portions of a fuselage. Still I saw no plan.

"Finally I saw how Jack got it done. He'd measure something on the three view, go to the calculator, make hash marks on the wooden building board, and proceed to tack glue a measured piece of balsa directly to the wooden board. Then the uprights, then the top longeron.

"He would then proceed to build a second fuselage side over the first, 'chip off' the two sides from the wooden building board, separate them, then add cross members, etc. Still no plan. He'd never drawn a plan. He didn't use a plan.

"He made the wings and tail surfaces to this plane the same way. I finally asked how and why he did this all without a plan. 'I do away with the middleman,' he replied. 'Why draw lines on paper when I can do my drawing with the wood in the first place? When a shape

or area gets a little complicated I may sketch it out, but unless I have to build from a plan for a specific event, I do all of my scale planes this way.'

"No waxed paper over the board. No former patterns. No plan. And what I find most ironic is that Jack was a draughtsman for most of his working career."

Despite all the success and adulation, Jack remained helpful, unpretentious, generous and easy going. A lesser man might have become arrogant or self-centred, but that was not Jack. Always ready to help, hospitable, modest and kind – that is how Jack is remembered, by all who were fortunate to know him.

Winston Churchill said of Col. T.E. Lawrence (Lawrence of Arabia) 'I deem him one of the greatest beings alive in our time. We shall never see his like again. His name will live in history.' So it is with Jack McGillivray. ✈



AMR-RC.COM

Phone: 450-677-4694 / 514-592-0062 • Fax: 450-677-5327



Moki Engines



20 SA



30F



30 HD



45 F SA



45 HD SA



75 HD SA



50 VT



100 BVT



150cc



180cc



215cc



250cc 7 cyl.



250cc



400cc

Solartex



Pre-painted Iron-on Fabric covering
2m and 10m rolls

White • Yellow • Cub yellow • Orange • Red • Light Blue
Blue • Dark Blue • Olive Drab • Dark Green • Silver • Black
Linen • Natural • Antique • Vintage Yellow •
Vintage Orange • Vintage Red • Vintage Blue

RCGF Engines



15cc



20cc Beam



20cc Rear



32cc



40cc Twin



50cc Twin

NGH Engines



GT 17cc



GT 25cc



GT 35R



GT35S

Wood

FAA Select Grade

*Now you can buy from our
premium wood supplies!
Check our AMR-RC.com
for our best prices!*

BALSA

6" Block 12" Block
36" Stick 36" Leading Edge
36" Aileron 36" Trailing Edge
36" Plank 36" triangle
36" Sheet 36" Wing Sheet
48" Stick 48" sheet

BASSWOOD

24" Stick 24" Sheet
36" Stick 36" Sheet

Spruce

36" Stick 48" Stick

36" Birch Dowel

Aircraft Plywod

Lite Ply

JBA Engines



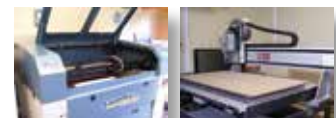
G15 Benzinmotor

Laser Cutting



We can help bring your designs to life with our custom laser cutting service. Fast, reliable and accurate cutting of your designs is available.

Contact us with your specifications for a quote.



Engine distributor for RCGF, DLE, JBA, MOKI Radials, NGH, ROTO, SV, Valach and ZDZ.

We supply accessories, covering, propellers, electronics and ARFs from Slipstream, Aeroworks and Sig.

WWW.AMR-RC.COM

info@amr-rc.com

Phone: 450-677-4694 / 514-592-0062

Fax: 450-677-5327

For Best Prices visit

AMR-RC.com

or Call 450-677-4694

SV Engines



17cc



26cc

Valach Engines



120-B2-4T



170-B2-4T



210-B2_4T



R5-420

DLE Engines



20cc



30cc



55cc



111cc



170cc



222cc

ZDZ Engines



40 RV L



50 NG



100 B2 NG



100 R2 NG



120 B2 RV



180 B2 RV



40 RE



40 RE F3A



50 NG Starter



60 RV



80 RV



90 RVJ



160 R2 Inline



210 B2J



210 B2J RVJ Starter



210 B2 RV



210 R2 JSB



320 B4



420 B4



420 B4 JSR

ROTO Engines



25V



35FS



35V



50V2



70V2



85FS



170FS

par Peter Cook

Taras Tataryn et moi-même nous sommes rendus à la Capital Cup 2011 de la FAI, disputée à Manassas (Virginie), en septembre dernier. J'étais l'unique concurrent canadien et Taras agissait à titre de président du jury FAI.

Ce rassemblement était organisé par la National Association of Rocketry (NAR) et comprenait des épreuves pour les catégories suivantes : S1A, S3A, S4A, S6A, S8E/P et S9A.

La dernière épreuve FAI d'envergure de maquettes de fusées à laquelle je m'étais inscrit était en 1980. Compte tenu de cette absence de plus de 30 ans, mes objectifs en me dirigeant à ce concours étaient de rafraîchir mes aptitudes pour la construction en ne me faisant aucune illusion sur une quelconque place sur le podium. Je serais tout aussi heureux de pouvoir accomplir trois vols par épreuve.

Ce que j'ai fait voler

Pour les épreuves de S3A et de S6A, j'ai construit trois maquettes à parois très mince (en fibre de verre) grâce à des kits de Venus Rocketry (RTK-005). J'ai dérogé à la construction habituelle en attachant les ailettes à une petite longueur de tube du fuselage plutôt qu'au long tube fourni dans le kit. Cette unité d'ailettes a ensuite été glissée par-dessus le tube du fabricant à la base de la maquette. Cela me permettrait de remplacer facilement une ailette si celle-ci était endommagée, en plus de me permettre d'expérimenter avec différents designs d'ailettes.

En prévision de l'épreuve S4A, j'ai construit quatre maquettes de mon propre design. Je me suis inspiré d'un design Pop Pod à ailes fixes.

Mon expérience

S6A -- Streamer Duration -- 3 rondes, max de 180 secondes par ronde, 2 maquettes autorisées

Mes deux premiers vols ont été disqualifiés lorsque la banderole s'est séparée de la maquette. Les maquettes actuelles de S3A et de S6A emploient un bouchon de mousse qui protège le dispositif de récupération des gaz très chauds de la cartouche d'éjection. Ce bouchon fait très bien son travail mais il agit aussi à titre de piste afin de projeter la banderole hors de la maquette avec considérablement de puissance.

Pour cette raison, la corde élastique

doit être très puissante. Elle doit aussi résister à la chaleur lorsqu'elle est exposée à ces gaz très chauds.

Cela ouvre la porte aux plus grands risques de défaillance, alors que la banderole peut aisément se séparer de la corde élastique ou que cette même corde se sépare de la maquette. Ces deux défaillances se sont répétées, dans mon cas.

Avant mon troisième vol, j'ai rattaché la corde élastique le long d'une emplanure d'ailette à l'aide d'un filet de colle epoxy. Cette corde ne s'est pas détachée, la banderole s'est déployée et j'ai obtenu un vol de 44 secondes, ce qui m'a valu la dixième place. Ce n'était pas un classement mirobolant, mais j'ai appris comment bien fixer les cordes élastiques, de sorte à résister aux maquettes modernes de la FAI.

S4A -- Boost Glider Duration -- 3 rondes, max de 180 secondes par ronde, deux maquettes autorisées

Lors de chacune de mes trois rondes de vol, mes maquettes réagissaient bien sous motorisation mais elles se cabraient aussitôt que la cartouche de poudre était consommée. Une longue étape sous élan faisait en sorte que ma maquette se cabrait et qu'elle entamait un plongeon lorsque le moteur était éjecté, ce qui faisait en sorte que la banderole du groupe moteur s'entortillait autour du planeur. Ceci entraîne la disqualification puisque la banderole, et non la portance des ailes, retarde la descente.

En fin de rencontre, j'affichais une certaine constance au sein de la catégorie S4A -- trois tentatives de vol et trois disqualifications. Mai j'ai acquis de l'expérience et je me dirige vers ma planche à dessin afin de résoudre le problème d'élan!

Il existe un changement au design si l'on veut imposer une trajectoire plus droite et plus haute : l'incorporation de techniques de géométrie variable afin de faire pivoter temporairement les ailes afin de soustraire sa portance et de réduire la surface frontale de la maquette au cours de la poussée sous motorisation. L'analyse préliminaire de RocSim 9 suggère un gain de 30 % sur l'altitude maximale en utilisant un design d'ailes variables.

Des altitudes plus élevées se traduisent par une durée potentiellement plus longue et des vols dignes de compétition.

S3A -- Parachute Duration -- trois

rondes, max de 300 secondes par ronde, deux maquettes autorisées

Lorsque je me préparais à l'épreuve de S3A, mon plan de match était de faire voler mes deux maquettes de S6A sans modification, à l'exception du dispositif de récupération. Rendu à ce point-ci, je savais que ces maquettes seraient lancées et qu'elles poursuivraient leur vol sous motorisation sans problème et que ma corde élastique ne céderait pas.

J'ai utilisé un petit parachute de mylar de 500 mm au cours de mon premier vol afin de récupérer la maquette. Ce vol m'a qualifié, mais il n'a duré que 77 secondes. J'ai récupéré ma fusée.

J'ai utilisé un parachute médium de 750 mm lors de mon deuxième vol afin d'augmenter la durée de vol. J'ai obtenu un chrono de 199 secondes mais la maquette a dérivé dans une ligne d'arbres sous le vent et je n'ai pu la récupérer.

Pour mon troisième vol, j'ai équipé ma deuxième fusée d'un grand parachute de mylar de 1000 mm. Après une bonne poussée sous motorisation, le grand parachute s'est déployé correctement. Mon dernier vol me qualifiait grâce à un max de 300 secondes et la dernière fois que j'ai vu ma maquette, elle dérivait dans un trou entre les nuages.

J'étais très heureux d'avoir atteint l'un de mes objectifs -- trois vols de qualification lors d'un rassemblement. Mon chrono accumulé de 576 secondes m'a valu la deuxième place au classement général!

Dernières pensées

Je pourrais conclure mes pensées en toute simplicité : pratique, pratique, pratique!

Je n'ai pas eu la chance de procéder à des vols d'essai de mes maquettes avant le concours parce que je n'avais pas accès à un pas de tir (site de lancement). Je réglais mes problèmes en pleine compétition -- guère un scénario qui puisse garantir du succès.

Le rassemblement s'est terminé sur quelques notes positives. Je me suis hissé en deuxième place dans la discipline S3A; j'ai acquis de l'expérience incalculable lors d'un concours de calibre FAI; et enfin, j'ai été inspiré et j'ai l'intention de livrer bataille lors de deux coupes de la FAI en 2012.

Rassemblements d'astromodélisme en 2012

Les rassemblements FAI suivants sont planifiés cette année :

2011 Capital Cup



By Peter Cook

Taras Tataryn and I attended the 2011 FAI Capital Cup in Manassas VA last September. I was the sole Canadian competitor and Taras served as the FAI Jury President.

The event was organized by the National Association of Rocketry and included events for: S1A, S3A, S4A, S6A, S8E/P and S9A.

The last major FAI rocketry meet I competed in was in 1980. With the elapse of 30+ years, my goals for the Capital Cup were to update my model construction skills, forget about placing and just make three qualified flights per event.

What I Flew

For the S3A and S6A events, I built three ultra thin-walled fibreglass models from Venus Rocketry RKT-005 kits. I deviated from the kit by attaching the fins to a small length of body tube rather than the long body tube in the kit. This 'fin unit' was then slipped over the factory engine tube at the base of the model. This allowed me to easily replace a fin unit if damaged and easily experiment with different fin designs.

For the S4A event, I built four S4A models of my own design. The models were based on a 'Pop Pod,' fixed wing design.

My Experience

S6A - Streamer Duration - 3 rounds, 180 second max per round, 2 models allowed

suite de la page 32

Texas Cup: 28-29 avril, Austin, (Texas).

Great Lakes Cup: 23-24 juin, Oswego (Illinois).

World Space Modelling Championships: 31 août - 9 septembre, Slovakia

Si un astromodéliste canadien voulait se hisser au sein de l'équipe nationale, veuillez communiquer avec Taras Tataryn au courriel taras@spacemodelling.org.

J'aimerais aussi mentionner que la NAR sera aussi l'hôte de NARAM054 -- son rassemblement américain, entre les 28 juillet et 3 août à Muskegan (Michigan). Les règlements de la NAR s'appliqueront. ✨

My first two flights were disqualified when the streamer separated from the model. Current S3A and S6A models employ a foam plug to protect the recovery device from the hot ejection charge gases. This plug works well at this job, but also acts as a very effective piston to slam the streamer out of the model with appreciable force.

For this reason, the shock cord must be very strong. It must also be heat resistant so it won't burn through when exposed to the hot ejection charge gases.

This leaves the greatest potential risks for failure to be either the streamer ripping off the cord, or the separation of the cord from the model. The latter failure occurred both times for me.

Before my third flight, I used a fillet of epoxy glue to reattach the shock cord along a fin root. The line did not detach, the streamer unfurled and I turned in a 44 second flight, good enough for 10th place. This was not a great standing but I learned how to properly attach shock cords for today's FAI models.

S4A - Boost Glider Duration - 3 rounds, 180 seconds max per round, two models allowed.

During each of my three flight rounds, my models would boost well under power, but would immediately pitch up at engine burnout. A relatively long coast allowed my model to pitch up considerably such that it was in a dive when the engine pod was ejected, causing a the engine pod streamer to tangle with the glider. This disqualifies the flight since streamer, not wing lift, is retarding the descent.

At the end of the meet, I was consistent in S4A- three flight attempts and three DQ's. But, more experience was gained and I'm back to the drawing board to solve the pitch up during coast!

One design change to ensure straighter and higher boosts is to incorporate variable geometry techniques to temporarily rotate, swing or "flop" the wing to negate its lift and reduce model frontal area during boost. Preliminary RocSim 9 analysis suggest a 30% gain in maximum altitude by using a variable wing design.

Higher altitudes translate into longer potential durations and more competitive flights.

S3A - Parachute Duration - 3 rounds, 300 seconds max per round, two models allowed

Going into the S3A event, my plan was

to fly my two S6A models unchanged except for the recovery device. By now, I knew these models would launch and boost perfectly and there would be no shock cord failures.

I used a small 500 mm mylar parachute during my first flight to ensure recovery of the model. It was a qualifying, but short, 77 second flight, and I was able to retrieve my model.

I used a medium 750 mm mylar parachute on my second flight for increased duration. It was a 199 second flight but the model drifted into a tree line down range and could not be recovered.

For my third flight, my second model flew with a large 1000 mm mylar parachute. After a clean boost, the big chute opened nicely. My final flight was qualified, maxing out at 300 seconds and was last seen drifting up through a hole in the clouds.

I was very pleased that I had finally attained one of my goals - three qualified flights in an event. My accumulated time of 576 seconds also earned me second place in the event!

Final Thoughts

I can sum up my final thoughts simply: practise, practise, practise!

I had no opportunity to test fly my models before the competition due to the lack of a launch range. I was debugging my models as I was competing - not a good scenario for success.

The meet did end on a few positive notes. I won second place in the S3A event, I gained invaluable FAI contest flying experience, and, lastly, I am inspired and plan to compete in two FAI Cups in 2012.

2012 Space Modelling Events

The following upcoming FAI Rocketry events are planned for 2012:

Texas Cup: 28-29 April, Austin, TX.
Great Lakes Cup: 23-24 June, Oswego, IL.
World Space Modelling Championships: 31 August - 9 September, Slovakia

If any Canadian rocketeer wishes to be on the CDN team, please contact Taras Tataryn at taras@spacemodelling.org.

I would also like to mention that the NAR will also be hosting NARAM-54 - their US National meet on 28 July - 3 August in Muskegan, MI. NAR competition rules will apply. ✨

Beginner



Milt Barsky 5380L
Chair
905-836-5678 milt.barsky@sympatico.ca

It's working! I can see the light at the end of the tunnel! Eureka!

About five years ago, I was looking through this magazine when it struck me. There were no pictures of any kids in the whole issue. Where were the kids? Did we lose a whole generation?

The Beginner Committee directed our efforts at groups of youths already organized under some authorities, like the Scouts and the Air Cadets. The results were only somewhat favourable.

Now, we set our sails differently and pursued a different tack. We decided to turn toward seniors and retirees who haven't tried the hobby yet and who are looking for some different interests.

Some of the biggest problems facing the youngsters are as follows:

1) Money. The kids simply can't afford to buy the equipment that we use.

2) Transportation. Most of them don't have cars to take themselves and their planes to the sanctioned fields.

3) Knowledge. They don't know how to build or fly the planes.

I'm sure that every one of you can see a way around some or all of these barriers. I am not asking for money. Instead, I am asking that you look at your old planes and engines. Think of where you can redirect them that will do the most good.

There are many fellows and groups of youngsters out there, beginners and retirees and seniors who could use your old, but flyable, equipment.

If you can't give away your old planes, at least share your knowledge. Invite a potential member to a club meeting as your guest. Offer him a lift to the flying site when your club gets together.

If a beginner of any age can become involved with some experienced fellows, he can cross the threshold of a difficult area. Nothing can surpass a helping

hand. These fellows will learn something just by association.

So far, The Air Cadets of Canada have asked us for assistance. We have donated some planes and motors to a Scout troop in Pefferlaw, Ontario. Other clubs in Hamilton and Vancouver and northern Ontario have moved ahead on their own to set up activities with youth groups in their areas.

Our club, the Keswick Model Aircraft Club, has been presenting building sessions and demonstrations to groups of youngsters in the district. Then, we follow up by inviting these kids to come with their parents to our flying site on the weekends. They even come to the gymnasiums to watch us fly in the winter evenings.

I was impressed. If we don't get some new members to join now, we have at least captured their interest for the future.

Keep Them Flying! ✈

Débutant



Milt Barsky 5380L
Président
905-836-5678 milt.barsky@sympatico.ca

Ça marche! Je vois enfin la lumière au bout du tunnel! Eureka!

Il y a environ cinq ans, je feuilletais cette revue lorsque ça m'a frappé. On ne voyait aucune photo de jeunes dans ce numéro en particulier. Où étaient-ils? Avions-nous perdu une génération entière?

Le Comité des débutants a dirigé ses efforts envers des groupes de jeunes qui étaient déjà organisés sous l'autorité de groupes existants comme les Scouts et les Cadets de l'air. Les résultats étaient moyennement favorables.

Maintenant, nous avons ajusté nos voiles autrement et nous avons suivi une autre trajectoire dans le vent. Nous avons décidé de nous tourner vers les aînés et les retraités qui n'ont pas encore essayé notre passe-temps et qui recherchent quelque chose de différent.

Les problèmes que doivent affronter les jeunes sont les suivants :

1) L'argent. Les jeunes ne peuvent tout simplement pas se payer l'équipement que nous utilisons.

2) Transport. La plupart d'entre eux ne possèdent pas d'auto afin de se rendre aux terrains reconnus avec leurs avions.

3) Les connaissances. Ils ne savent pas comment construire ou piloter les maquettes.

Je suis persuadé que chacun d'entre vous peut contourner un ou plusieurs obstacles. Je ne demande pas d'argent, mais au lieu, je vous demande de jeter un coup d'oeil à vos vieux avions et moteurs. Songez à la façon par laquelle cet équipement fera beaucoup de bien.

Plusieurs débutants et groupes de jeunes, des débutants et des personnes à la retraite et aînés qui pourraient utiliser votre équipement plus vieux mais encore bon à faire voler.

Si vous ne pouvez faire don de vos vieux avions, au moins, partagez vos connaissances. Invitez un membre potentiel à une rencontre de club en guise d'invitation. Offrez de le reconduire au terrain de vol lorsque votre club se réunit.

Si un débutant -- quel que soit son âge -- s'implique en compagnie de membres plus expérimentés, il peut franchir le seuil d'une étape difficile. Rien n'équivaut quelqu'un qui donne un coup de main. Ces nouveaux venus apprendront

quelque chose, ne serait-ce qu'en s'associant avec des modélistes plus expérimentés.

Jusqu'à maintenant, les Cadets de l'air du Canada nous ont demandé notre aide. Nous avons fait don de quelques avions et moteurs à une troupe de Scouts à Pefferlaw (Ontario). D'autres clubs à Hamilton et à Vancouver et dans le Nord de l'Ontario ont pris l'initiative d'organiser leurs propres activités avec les groupes de jeunes de leur coin.

Notre club, le Keswick Model Aircraft Club, présente des séances de construction et des démonstrations à des groupes de jeunes dans le district. Ensuite, nous assurons un suivi en invitant les enfants (avec leurs parents) à venir voir notre terrain de vol, la fin de semaine. Ils viennent même dans les gymnases afin de nous voir piloter, l'hiver.

J'ai été impressionné. Si cela ne se traduit pas par de nouveaux membres, au moins, nous aurons frappé leur imagination et peut-être stimulé leur intérêt, à l'avenir.

Continuez de piloter vos avions! ✈

First Person View



Zoltan Pittner 62719
Chair
905-264-2745 fpv.chair.maac@gmail.com

It has been over a year since our FPV Committee was created. Last year, the FPV Committee did not have any voting members, we only had advisors, but worked diligently to create a set of fair and advanced guidelines for MAAC FPV pilots to follow.

The guidelines were not discussed by the Board of Directors during this year's AGM due to the technicality of not being included in the agenda. Based on the proposed guidelines created by the FPV Committee, the Safety Committee promptly adapted it and created their set of safety guidelines for FPV.

Both documents went through and were approved by the Safety Committee, Insurance Committee, Radio Spectrum

Committee and FPV Committee before it was forwarded to the Board of Directors for discussion and approval. Transport Canada will discuss and hopefully accept them in the middle of June.

Once accepted, the safety guidelines, along with the FPV guidelines, will become the new standard for FPV flying within MAAC.

I would like to thank all members of the FPV Committee who participated in the creation of the FPV guidelines and to the Chair of the Safety Committee for his prompt and precise work. It was a long and tedious process. Both documents underwent over ten different readings, modifications, suggestions and approvals from FPV Committee members.

The FPV Committee included advisors from various fields of expertise, all of them related to FPV. Once the FPV guidelines are approved by Transport

Canada, we will post relevant documents on MAAC's website where members can see the names and qualifications of all contributing advisors.

We appreciate everyone's efforts and wish to also convey our thanks to all parties involved in the reading of these documents. They provided us with valuable comments, suggestions, approvals, thus making the timely forwarding to Transport Canada possible.

We have also received feedback from the AMA and the MAAA (Model Aeronautics Association of Australia). They await the release of the final approved version of these FPV documents and will use the MAAC FPV Safety guidelines to create their own set of FPV documents. This would present MAAC as the worldwide leader for revolutionary advancement in Model Aeronautics and for incorporating new technologies. ✈

Vol par immersion (FPV)



Zoltan Pittner 62719
Président
905-264-2745 fpv.chair.maac@gmail.com

Le Comité de vol par immersion (First Person View en anglais, communément appelé par son acronyme, FPV) a été créé il y a un peu plus d'un an. L'année dernière, celui-ci ne comptait aucun membre votant; nous n'avions que des personnes ressource mais nous avons travaillé ferme afin de créer une série de lignes directrices qui se voulaient justes et modernes que pourraient suivre les pilotes de vol par immersion du MAAC.

Les lignes directrices n'ont pas été abordées par le Conseil de direction durant l'Assemblée générale annuelle en raison d'un oubli technique, l'oubli de nous faire ajouter à l'ordre du jour. Selon les lignes directrices qu'a créées le Comité, le Comité de la sécurité les a rapidement adaptées et il a créé ses propres lignes directrices pour le vol par immersion.

Les deux documents ont été soumis et ont été approuvés au sein des comités

de la sécurité, d'assurances, du spectre radio et FPV avant d'être soumis au Conseil de direction. Transports Canada en discutera et avec un peu de chance, les aura approuvés en juin.

Une fois acceptées, les lignes directrices en matière de sécurité -- de même que celles se rapportant au vol par immersion -- deviendront la nouvelle norme du vol par immersion au sein du MAAC.

J'aimerais remercier tous les membres du Comité FPV qui ont participé à la création des lignes directrices, ainsi que le président du Comité sur la sécurité pour son travail à la fois rapide et précis. Le processus a été long et ardu. Les deux documents ont subi dix modifications (lectures, changements, suggestions et approbations) au sein du Comité FPV.

Ce même comité comptait des conseillers provenant de plusieurs domaines d'expertise, tous reliés au vol par immersion. Une fois que les lignes directrices auront été approuvées chez Transports Canada, nous afficherons les documents pertinents au site Web du MAAC et les membres pourront y consulter le

nom et les qualifications des conseillers qui ont fait aboutir ce travail.

Nous apprécions les efforts de tout le monde et nous transmettons nos remerciements à toutes les parties impliquées dans la lecture de ces documents. Ces mêmes personnes nous ont offert des commentaires, suggestions et approbations très valables, ce qui a permis d'acheminer le tout de façon très ponctuelle chez Transports Canada.

Nous avons aussi reçu des réactions de la part de l'A.M.A. américaine et de la M.A.A.A. (Model Aeronautics Association of Australia). Leurs dirigeants attendent le dévoilement de la version finale approuvée de ces documents et ils se serviront des lignes directrices du MAAC afin de créer leurs propres documents sur le vol par immersion. Ainsi, le MAAC serait mondialement reconnu comme étant le leader en avancées technologiques de l'aéromodélisme et pour la façon dont il incorpore les nouvelles technologies au sein de notre passe-temps. ✈

Morison
COMMUNICATIONS

- Photography Action Documentary Commercial
- Publishing
- Public Relations
- Event Planning

Keith Morison
403.282.0837 b
403.510.5680 m
Keith@Morison.ca



Insurance



Larry Rousselle
Chair
604-857-8929

It may help to review a few issues that have come up recently.

Lease agreements

Many clubs have to sign lease agreements for their sites. While most are quite standard, some however, can be very onerous especially those with "hold harmless" type clauses. These are usually a factor when dealing with landlords who are government entities or large commercial firms. The wording, usually drawn up by a lawyer, tends to say, in the more stringent scenario, that no matter what happens, the tenant accepts any and all legal liability that may be attributed to the lessor/landlord concerning events that take place on the property. This type of thing will never be agreed to by our insurer. Clubs could end up being on the hook themselves in certain situations. Please consider having a lawyer review the agreement and if there are some insurance issues noted, we can have a look and our insurance Agent, Aon, can often advise the best way to resolve the problem. Certificates

Some landlords, especially municipalities, will request a certificate nam-

ing them as an 'additional insured' on our insurance policy. Aon can handle this type of request rather easily but a few details are required, first. Only club landlords qualify just as Sanction requests for events must come from a club. Clubs have to be paid-up/renewed for the office to handle these requests. Since it is usually January 1st when these issues come up; renew early to avoid delays. All the requirements are spelled out in the club renewal package on the website.

Deductibles

Our insurance deductible for the usual claim is \$5,000 which includes investigation expenses. MAAC pays \$4,500 with the club involved paying \$500 and the responsible member reimbursing the club \$250. It does not currently matter if the club is the member's home club or not. With claims that MAAC handles in-house, the same rules apply.

Denied Claims

In the rare cases when there are problems with the insurance coverage for whatever reason, there is still some property damage or even an injury out there that the insurer is not intending to pay. So who does pay? The responsible member and possibly, other parties would be on the hook for this and unfortunately, the costs could be very high. There may be other coverage available to the re-

sponsible member from his homeowner's policy or other policy that has some legal liability coverage but that is usually very unlikely in Canada and by the time one realizes our MAAC insurance is not going to pay the claim, it is very late to now report to another insurer. Then, there is the person with the loss, injury or property damage (possibly another member) who is often really left in the dark as it is the responsible MAAC member who is the actual insured on our policy and who is told there is no coverage. Things can get very messy as more time passes with the innocent party getting frustrated due to not hearing from anyone and the prospect of legal involvement increases. The bottom line is that it is wise to have a basic idea of what is happening, as far as the insurance coverage is concerned, whether you are the responsible party or even the innocent victim. Having some back-up insurance can be a huge help and as we have mentioned in previous articles, finding a home insurer who will accept models as being outside of the usual aircraft exclusion can be done. Just contact your agent and ask for their help to have coverage for your models included on your homeowner policy.

Have a wonderful and safe summer. ✈

Assurance



Larry Rousselle
Président
604-857-8929

Ça pourrait être pratique d'examiner certaines problématiques qui ont été soulevées, récemment.

Ententes de bail

Plusieurs clubs doivent signer des ententes de bail pour leur terrain de vol. Bien que la plupart d'entre elles soient conventionnelles, d'autres peuvent coûter très cher, particulièrement celles avec la disposition «hold harmless» (qui exonère de toute responsabilité). Ça devient un facteur habituellement lorsque les propriétaires des lieux sont de grosses entités gouvernementales ou de grandes entreprises commerciales. Le libellé, souvent rédigé par un avocat, a tendance à dire que peu importe ce qui arrive, le locataire accepte toute responsabi-

té qui pourrait être attribué au locataire ou au propriétaire des lieux pour tout incident sur la propriété. Notre assureur ne consentira jamais à laisser entrer une telle disposition. Les clubs pourraient économiser, en certaines situations. Songez à faire lire votre entente par un avocat et s'il note des problèmes, nous pourrions nous-mêmes y jeter un coup d'oeil. De plus, notre assureur (Aon) peut souvent nous conseiller.

Certificats

Certains propriétaires, surtout les municipalités, exigeront un certificat que les nomment à titre d'assuré supplémentaire sur notre police d'assurance. Aon peut s'occuper assez facilement de ce type de requête mais il faudra lui fournir certains détails. Seuls les propriétaires de terrains de club sont admissibles, tout comme les demandes de parrainage (à l'occasion d'un concours) doivent venir du club.

Les clubs doivent être en règle (adhésion payée) pour que le siège du MAAC s'en occupe. Puisque que ce genre de problème se manifeste au 1er janvier, assurez-vous de renouveler afin de prévenir un quelconque délai. Toutes les exigences sont expliquées dans la trousse de renouvellement qui se trouve au site Web.

Franchise (communément appelée deductible)

Notre franchise d'assurance pour une réclamation ordinaire se chiffre à 5 000 \$, ce qui comprend le coût d'une enquête. Le MAAC paie 4 500 \$ et le club du membre paie 500 \$ et le membre en cause paie la dernière tranche de 250 \$. Présentement, que le club soit le club d'appartenance du membre MAAC ou non n'est pas important. Lorsque le MAAC traite d'une telle demande à l'interne, cette même procédure s'applique.

suite à la page 76

Noise / Bruit



Terry Smerdon
Chair
705-647-6225
smerdon@ntl.sympatico.ca

Terry Smerdon
président
705-647-6225
Smerdon@ntl.sympatico.ca

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 ces lignes, l'été est revenu en la plupart des coins du pays et les vols ont commencé. Votre club a-t-il adopté des mesures d'atténuation du bruit au terrain? Si c'est le cas, qu'est-ce qui a fonctionné pour vous? Veuillez partager vos expériences avec d'autres modélistes par le biais de cette chronique.

Les grosses maquettes à essence constituent tout un défi. Nous accueillons avec plaisir vos récits si vous avez trouvé quelque chose qui les rend plus silencieuses. Les modélistes sont innovateurs et créateurs et ils savent trouver des solutions aux problèmes. Une fois de plus, je vous demande de partager vos connaissances avec vos semblables.

Les terrains de vol nécessitent beaucoup de travail afin de les développer et ils subissent sans cesse l'empiètement de la part de la civilisation ou des projets domiciliaires. Si vous voulez en avoir pour votre argent, vous devriez préserver ce terrain de vol le plus longtemps possible. Vous atteindrez cet objectif en ayant un bon programme de réduction du bruit et en étant un bon voisin. ✈

1-877-PMHOBBY

PM Hobbycraft

Hobbies and Crafts for the whole family for Over 50 Years

WELCOME TO PM HOBBYCRAFT

Many quality products from
These and other Manufacturers:

Visit Today

Thousands of products on-line
www.pmhobbycraft.ca

Toll Free 1-877-764-6229 2020J 32 Ave NE
 phone (403) 291-2733 Calgary AB T2E 6T4
 Fax (403) 291-5324

GREAT HOBBIES



Presents



The MAAC Aerobatic Challenge

MAAC and Great Hobbies team up to promote entry level Scale Aerobatic competition in Canada. To encourage new pilots and clubs to get involved in IMAC competition, Great Hobbies has donated the choice of an EG Aircraft 100cc MX2 ARF or \$1,000 Great Hobbies gift card as the grand prize. Any pilot who competes in a MAAC sanctioned scale aerobatic contest in the entry-level IMAC classes of Basic or Sportsman will earn one ballot per event entered during the 2012 season. The more contests you enter, the more chances you have to win!

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.

New Team Great Hobbies Batteries!

G3 Li-Po 3.7V 300mAh
35C Blade mCPX



TGHL03001C35
\$9.99

G3 Li-Po 7.4V 200mAh
25C UMX



TGHL02002C25
\$19.99

G3 Li-Po 160mAh 3.7V 30C
Ultra Micro Air/Heli



TGHL01601C30
\$9.99

G3 Li-Po 3.7V 600mAh 35C
Blade 120SR



TGHL06001C35
\$9.99

EGA30003B
MX-2 30cc Green/Purp
\$399.99

www.greathobbies.com
FOUR LOCATIONS ACROSS CANADA TO SERVE YOU BETTER

WIN!

100CC Plane

Grand Prize EGA100003A

MX2 100cc ARF Green/White

Wingspan: 106 in
Wing Area: 2070 sq-in
Length: 97 in
Weight: 26.5 - 28 lbs
100 - 120 cc Gas
4+ channel Radio
6 - 9 heavy duty servos



Features Include : Carbon Fiber Landing Gear, Wing Tubes, and spinner. High quality HD hardware w/ titanium pushrods **\$999.99**

OR

\$1000



Great Hobbies Gift Card

New Team Great Hobbies Chargers!

Q6 AC/DC 4-Port Multi
Charger Li-Po/NiMH w/Bal



TGHEQ6AC
\$199.99

D622 Pro 2-Port (200Wx2)
Multi-Charger



TGHED622PRO
\$149.99

1-800-839-3262
TOLL FREE CUSTOMER SERVICE AND TECHNICAL SUPPORT LINE

Public Relations



Roy Rymer
Chair
905-685-1170

61172L
zd-e@maac.ca

Zone directors do it, clubs do it and, as a group, MAAC does it all the time. Public Relations is a non-stop work in progress. We need good public relations to increase our membership and to bring the benefits of membership to others.

What benefits? Well, there are many. What other sport is so economical to build character into so many people? The hobby spawns engineers, business owners, science majors and positive family-oriented activities, to name a few. One of our club members in St. Catharines went on to fly model airplanes for tracking hot spots for forest fires!

To date, there has been a great need for PR work in the association. Many things are required to achieve stardom for MAAC. What is needed to be proactive in selling new memberships? Without the rudimentary tools, it will be an uphill battle or be a total disaster. A few things to consider:

1. Membership cards that are plastic with magnetic strips or barcodes for later use, etc.

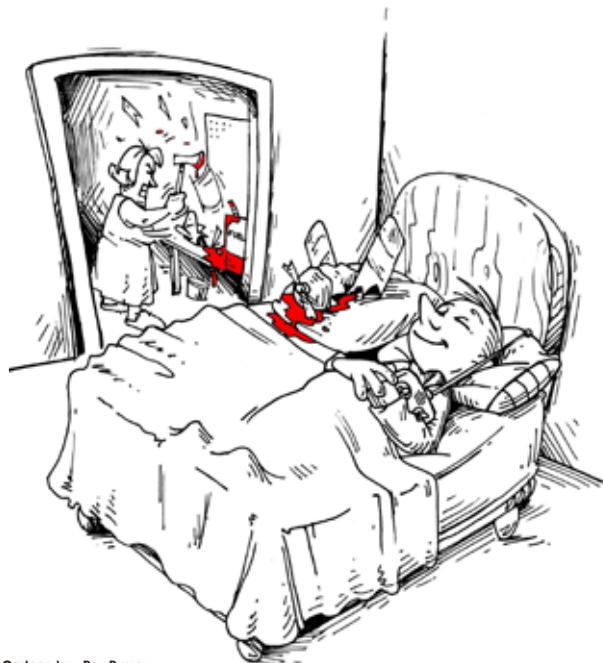
2. Consider event trailers for each region of the association. In the summer, it would be the events trailer and by winter, it could be the 'plane-mobile' to bring demos into schools.

3. MAAC WEAR, could be expanded into more products. It is a perfect media, for advertising for the association and member/club distinction.

4. Website needs pizzazz! Right now, the website in my eyes is very business-like and is not conducive to new members, only the zone directors. We need a new site with an attitude for members!

Please review these ideas and e-mail me with your thoughts or any other ideas you may have or wish to have shared with the PR Committee. We are only a few and you are many. Thanks.

The Godmodeller



Cartoon by: Roy Rymer

Artwork by: Keyframe Digital Productions

Copyright 2006. Image KDP / Concept by Roy Rymer. All rights reserved.

I would love to hear from you all. Best wishes for the 2012 flying year. Fun and safe flying to all.

Since I am a little bit of a joker, I'll leave you with a cartoon rendition of The Godfather! ✈

Relations Publiques



Roy Rymer
Président
905-685-1170

61172L
zd-e@maac.ca

Les directeurs de zone le font, les clubs le font et à titre de groupe, le MAAC le fait à tout moment. Le travail de relations publiques est un projet sans fin. Nous avons besoin de bonnes relations publiques afin de faire croître notre adhésion et d'offrir des bénéfices aux membres.

De quels bénéfices s'agit-il? Eh bien, ils sont nombreux. Quel autre sport est aussi économique, de quoi forger le caractère de tant de personnes? Ce passe-temps entraîne la formation d'ingénieurs, propriétaires de commerce, diplômés du domaine scientifique et des activités en famille tout ce qu'il y a de plus positif,

pour ne nommer que ceux-là. L'un de nos membres du club de St. Catharines a mis au point des maquettes qui sont en mesure de déceler des points chauds d'incendies de forêt en les survolant!

Jusqu'à maintenant, il y a beaucoup de travail de relations publiques à faire pour l'association. Il faut accomplir plusieurs tâches avant de revendiquer le statut de vedette au sein du MAAC. De quoi a-t-on besoin afin de vendre activement une adhésion à de nouveaux membres? Sans les outils de base, ce sera une lutte de tous les instants ou un désastre total. Voici quelques considérations :

1. Les cartes d'adhésion qui seraient en plastique avec des bandes magnétiques ou un code barre pour utilisation ultérieure, etc.

2. Il faudrait songer à se munir d'une

remorque de promotion pour chacune de nos régions. L'été, ce serait le véhicule de promotion des événements et l'hiver, ce serait le transporteur d'avions afin de transporter des maquettes jusque dans les écoles.

3. MAAC WEAR, cette boutique qui offre des vêtements avec logo/identité du MAAC, devrait offrir une gamme plus importante. C'est le médium parfait pour faire connaître l'association et c'est une distinction pour les membres et clubs.

4. Le site Web a besoin de davantage de facteur WOW! À l'heure actuelle et selon moi, le site Web est très sérieux et de donnera pas de nouveaux membres; il ne sert qu'aux directeurs de zone. Nous avons besoin d'un site Web qui a du chien, de quoi attirer de nouveaux mem-

suite à la page 76

Radio Spectrum



Mark Betuzzi 26605L
Chair
250-374-3683 mebetuzzi@shaw.ca

On April 13 – 15/2012, I attended the annual Toledo Weak Signals Model Exposition. During the show, I spent a lot of time in our MAAC booth. I also attended seminars and met with several radio manufacturers.

Futaba/Hobbico now has a radio product called ANYLINK. Any Link attaches to the back of any radio, be it 72 MHZ or 2.4 GHZ to work with any TACTEC 2.4 GHZ radio receiver. Please contact Tower hobbies for more information on this innovative and reasonably priced radio converter.

Spektrum gave a very good explanation of their telemetry radios and the new 18-channel 2.4 GHZ radio called the DX18. The one question that keeps coming up at these seminars is the position your Spektrum 2.4 GHZ antenna should be oriented. The only caution Spektrum

engineer John Adams stressed was to never point the end of your transmitter antenna at the plane. The new DX18 has two antennas, a vertically and a horizontally polarized antenna. Spektrum also have devices for telemetry-equipped radios to be monitored in real time on Apple iPhone and iPad type devices.

New 2.4 GHZ JR radios sold by Horizon now have a new modulation protocol that is not compatible with DSM2 or DSMX 2.4 GHZ radios.

I took the opportunity to have a long discussion with the president of the Model Aeronautics Association of Australia. As part of his duties, all makes of radios used by modellers in Australia, must get his approval before they can be used in Australia. Australia is also experiencing an increase in use and interest in First Person View. MAAC will soon have FPV guidelines in place and the U.S.A.'s AMA and the Australian MAAA are looking to Canada for some leadership and guidance on how we are control-

ling FPV.

Hitec have taken on-board telemetry to another level with on-board monitoring of all kinds of data and a voice warning system that you place on your transmitter.

Airtronics have attached a radio wave reflector on some of their new 2.4GHZ products.

Last year, there was only one booth with any Quadcopters. In one short year, First Person View Products and Quadcopters were more prevalent. For those of us who do not have a lot of RC helicopter flying experience, flying a Quadcopter presents orientation problems. The Quad will sometimes have a mind of its own and get out of sight rather quickly. To overcome orientation problems, the manufacturers have come up with different coloured props or on-board bright LED lights. Some manufacturers even have a return to home feature using GPS. ✈

Spectre de Radio



Mark Betuzzi 26605L
président
250-374-3683 mebetuzzi@shaw.ca

Du 13 au 15 avril 2012, je me suis rendu à l'exposition annuelle des Toledo Weak Signals. Ce faisant, j'ai passé beaucoup de temps à notre stand du MAAC. Je me suis aussi rendu à des ateliers et j'ai rencontré plusieurs fabricants de radio.

Futaba/Hobbico offre maintenant un produit qui s'appelle ANYLINK. Celui-ci se greffe à l'arrière de n'importe quel émetteur, qu'il s'agisse de 72 MHZ ou de 2.4 GHZ afin d'être compatible avec un récepteur TACTEC de 2.4 GHZ. Si vous voulez davantage de renseignements sur ce convertisseur abordable, veuillez communiquer avec Tower Hobbies.

Spektrum a donné une très bonne explication de leurs émetteurs à télémétrie ainsi que sur leur émetteur à 18 voies (2.4 GHZ) qu'ils appellent le DX18. La question la plus populaire pendant ces ateliers, c'est d'apprendre comment placer son antenne par rapport à la maquette. La seule directive qu'a donnée l'ingénieur John Adams, c'est de ne jamais orienter l'antenne vers l'avion. Le nou-

veau DX18 possède deux antennes, l'une polarisée verticalement, l'autre, horizontalement. Spektrum offre aussi des dispositifs pour les émetteurs équipés d'équipement de télémétrie afin qu'on puisse les surveiller en temps réel grâce à des appareils iPhone ou iPad.

Les nouveaux émetteurs 2.4 GHZ de JR qu'offre Horizon offrent maintenant un nouveau protocole de modulation qui n'est pas compatible avec les émetteurs DSM2 ou DSMX de 2.4 GHZ.

J'ai eu une longue discussion avec le président de la Model Aeronautics Association of Australia. Dans le cadre de ses fonctions, il doit approuver toutes les marques d'émetteurs qu'utilisent les modélistes dans son pays. Les modélistes australiens sont en train de découvrir le vol par immersion (First Person View, FPV en anglais). Le MAAC présentera bientôt des lignes directrices pour ce type de pilotage et tant l'A.M.A américaine que la MAAA australienne portent leur regard sur le Canada pour le leadership et l'aide sur la façon de régir ce volet du vol télécommandé.

Hitec vient de faire avancer de quelques bonds la technologie de la télémétrie embarquée en offrant un système de

surveillance de toutes sortes de données et un système d'alerte avec voix que l'on installe sur son émetteur.

Airtronics a doté quelques-uns de ses émetteurs de 2.4 GHZ d'un réflecteur d'ondes radio.

L'année dernière, seul un stand offrait des Quadcopters. En l'espace d'une seule année, les produits de vol par immersion et les Quadcopters ont acquis leurs lettres de noblesse. Pour ceux d'entre nous qui n'avons pas beaucoup d'expérience à piloter des hélicoptères télécommandés, piloter un Quadcopter comporte son lot de problèmes d'orientation. Cette machine est têtue par moments et peut s'envoler hors du champ de vision assez rapidement. Histoire de remédier à ces problèmes d'orientation, le fabricant a peint les hélices de couleurs contrastantes et a muni ces engins de petites ampoules DEL très voyantes. Certains fabricants offrent même une fonctionnalité qui permet au Quad de revenir à la base d'attache grâce à la technologie du GPS. ✈

Safety



Doug Anderson 2819L
Chair
905-440-4888 pat.doug@rogers.com

In the last issue, we looked at how safety can be good business. Now let's look at how safety can be interesting. Basically, if it isn't interesting, people won't read it.

About two decades ago, Transport Canada had growing concerns that no amount of enforcement of the Air Regulations seemed to work when it came to bringing down the number of aviation accidents. They decided to try something different.

On a very limited budget, they put together a group of writers and started publishing the Aviation Safety Letter. It was a modest affair in black and white (they couldn't afford colour) about an average of seven pages and its main objective was to bring to pilots the hard cold facts from the accident investigation reports of aviation accidents around the world.

There, for the first time, for all the pilot community to see, were the minute by

minute details as the situation deteriorated. They reported on incidents from home-built mishaps to major airline disasters, including photographs and official transcripts, when available.

Pilots ate it up! Because it was based on official accident investigation reports, it followed a thread from the first sign of trouble to the final outcome and then presented an in-depth analysis of what went wrong.

The underlying message of all the reports was the same. No accident is the result of a single cause but is the culmination of a chain of events. Had the pilot had reacted differently to any of these events, the chain could have been broken and the outcome could have been different.

Perhaps there is something very morbid in the human psyche that makes us thirst over articles that detail such tragedy and suffering or, maybe, for pilots, it is more just a matter of self-preservation. Whatever the reason, the Letter proved to be a

major factor in educating the pilot community on decision making and accident prevention.

Somewhere along the way, the following phrase was coined and to this day, it is still printed below the title banner. 'Learn from the mistakes of others. You will not live long enough to make them all yourself.'

So, here is the question for us as MAAC members. Can we make our own safety issues interesting enough that other modellers will read them? I have a few personal experiences that I will be willing to share, but they won't get me through very many issues of this column.

So I am asking for your help. If you have your own stories on safety matters to tell and you think they may be of help to other members, send them to me. Just two simple rules. No names and no locations. I will do my best to fit them into this column.

Until next time, fly safely, my friends.



Securism



Doug Anderson 2819L
Président
905-440-4888 pat.doug@rogers.com

Dans le dernier numéro, nous avons examiné à quel point la sécurité est avantageuse d'un point de vue affaires. Maintenant, jetons un coup d'oeil à la façon dont la sécurité puisse être intéressante. En gros, si ce n'est pas intéressant, les gens ne le liront pas.

Il y a environ une vingtaine d'années, Transports Canada s'inquiétait qu'aucune mesure d'application du Règlement de l'aviation canadien (RAC) ne semblait diminuer le nombre d'accidents aéronautiques. Ils ont décidé de faire les choses autrement.

Malgré un budget très limité, des décideurs ont rassemblé un groupe de rédacteurs et ceux-ci ont commencé à rédiger le bulletin Sécurité aérienne -- Bulletin (Aviation Safety Letter). C'était une publication bien modeste en noir et blanc (personne ne pouvait se payer le luxe de la couleur) d'environ sept pages en moyenne et son objectif principal, c'était de faire voir aux pilotes les faits bruts entourant le rapport d'enquête sur les accidents aériens partout de par le monde.

Pour la première fois, la communauté

entière des pilotes pouvait consulter les moindres détails d'une situation qui se détériorait. La gamme des accidents tragiques passait des avions de construction amateur aux gros porteurs des lignes aériennes bien connues, et on y trouvait des photos et des transcriptions officielles si celles-ci étaient disponibles.

Les pilotes en ont raffolé! Parce que le bulletin se basait sur des rapports officiels d'enquête sur ces accidents, les lecteurs pouvaient y suivre l'enchaînement des événements, du premier signe de problème au dénouement tragique; une analyse poussée examinait ce qui s'était mal passé.

Le message à peine voilé de tous les rapports demeurait le même. Aucun accident n'est le résultat d'une cause unique; c'est plutôt l'aboutissement d'une chaîne d'événements. Si le pilote avait réagi différemment à l'un ou l'autre de ces événements, cette chaîne de circonstances aurait pu être modifiée et la situation se serait soldée autrement.

Peut-être y a-t-il quelque chose de plutôt morbide dans la psyché humaine qui fait que nous salivons en lisant des articles qui détaillent de telles tragédies ou souffrances... Ou peut-être, pour les pilotes, est-ce davantage une mesure de sur-

vie. Peu importe, ce bulletin est devenu un facteur de taille lorsque vient le moment d'instruire la communauté des pilotes sur la prise de décision et la prévention des accidents.

En cours de route, une marotte a été créée et, à ce jour, elle paraît toujours dans l'en-tête. «Apprenez des erreurs des autres; votre vie sera trop courte pour les faire toutes vous-mêmes...» Ainsi, voici la question pour nous en tant que membres du MAAC. Pouvons-nous rendre nos problématiques en matière de sécurité suffisamment intéressantes pour que les membres les lisent? J'ai vécu certaines expériences personnelles que je pourrais partager mais cela ne permettra pas de garnir tous les numéros de cette chronique.

Je vous demande votre aide. Si vous avez vos propres histoires sur des sujets de sécurité et que vous pensez que cela pourrait aider les autres membres, envoyez-les moi. Il n'y a que deux règlements très simples. Vous ne devez pas fournir de noms et de lieux. Je ferai de mon mieux pour les inclure au sein de cette chronique.

D'ici la prochaine chronique, faites voler vos maquettes en toute sécurité, mes amis. ✨

Control Line



Chris Brownhill 3797L
Chair
416 255-1289 cbrownhill@sympatico.ca

Many years ago in Control Line Scale, we started dabbling with the idea of using radio control to manage motor control (throttle), and other features, such as retracting landing gear, and flaps.

The original idea was to have the signals required to perform these functions transmitted directly through the control wires into an encoder that acted much like a receiver in a conventional radio control system. Using the wires to communicate the controls meant we would stay away from the RC frequencies used by other modelers and could safely share flying fields.

Three or more channels were possible with this set-up, and it was huge improvement over the older mechanical systems that required multiple control lines to provide these functions. The drag and weight brought on by these extra wires was considerable, and much hampered the performance of a typically overburdened scale model.

The only setback was that one of the control lines, at least, had to be insulated, which again created more drag

than a regular wire. Also, the electronic connections required were difficult to maintain, and could be sometimes be troublesome at a critical moment in a contest.

Nevertheless, many competitors could make the system work, with ingenious handmade boxes that provided the multi-function realism when required.

Then, a few years ago, 2.4 Ghz spread spectrum radio control systems started to appear on the market. As the transmitter/receiver no longer operated on a dedicated frequency, it was now possible fly

many different aircraft at once with no longer any concern about radio interference.

With the objection about interference being removed, it now seemed feasible to modify the 2.4 Ghz radio systems to control the engine and accessory functions directly, and remove the problem of the drag-producing insulated wire.

So, that is where I think we should go with this in Canada. As long as the primary control functions of a scale model are directly controlled by wires, we would be foolish to ignore this innovation

that would allow us to control the other functions without the extra drag and complication of the older systems.

We have already experimented with this at local contests, and the opinion of many of those flying the Control Line Scale events in Canada is that the 2.4 Ghz radio system for other than primary flight control should be allowed.

If you have any feedback on this, I would of course, be interested in hearing your remarks.

I am planning to formalize this change later this year, and make a recommendation at our AZM to have the rule change go to the C/L Committee for approval. ✈



This profile scale Brewster Buffalo was designed and built by Gord Gimbert of the Toronto Balsa Beavers. The model has a 30" span, flies on a .09 engine and is fully aerobatic. / Cette copie volante de profil Brewster Buffalo a été conçue et construite par Gord Gimbert, des Toronto Balsa Beavers. Envergure de 30 pouces, motorisée par un .09 et entièrement acrobatique.

Vol Circulaire



Chris Brownhill 3797L
président
416 255-1289cbrownhill@sympatico.ca

Il y a plusieurs années au sein du vol circulaire de copies volantes, nous avons commencé à penser que nous pourrions utiliser un système de télécommande afin de contrôler le régime moteur, le train d'atterrissage escamotable et les volets.

L'idée de départ, c'était de transmettre le signal vers ces dispositifs par le biais des filins de contrôle vers un appareil (encoder) qui aurait agi comme le récepteur d'un système de télécommande conventionnel. En se servant de fils afin de transmettre la commande, nous nous serions ainsi passés des fréquences télécommandées des pilotes de maquettes et

nous aurions pu partager les terrains de vol en toute sécurité.

Il était possible d'utiliser trois voies ou plus grâce à cet attirail et cela était une percée notable par rapport aux systèmes mécaniques qui nécessitaient plusieurs câbles de contrôle. La traînée et le poids de cet équipement était considérable et les copies volantes, déjà plus lourdes, s'en trouvaient lourdement handicapées.

L'un des obstacles, c'était que l'un des filins de contrôle devait être isolé, ce qui occasionnait davantage de traînée qu'un filin conventionnel. Aussi, les contacts électroniques étaient difficiles à entretenir et ils pouvaient mal fonctionner à un moment critique du concours.

Malgré tout, plusieurs concurrents arrivaient à faire fonctionner le système à

l'aide de boîtes artisanales ingénieuses qui activaient des commandes pour offrir un degré de réalisme.

Voilà quelques années, les systèmes de technologie 2.4 Ghz ont commencé à faire leur apparition sur le marché. Comme l'émetteur et le récepteur ne fonctionnaient plus sur une fréquence précise, il était maintenant possible de faire voler différentes maquettes à la fois sans se soucier d'une quelconque interférence radio.

Maintenant que le problème d'interférence était réglé, il était dorénavant possible de modifier les systèmes de 2.4 Ghz afin de contrôler directement le moteur et d'autres fonctions et de retirer les filins isolés, source de traînée.

suite à la page 47

C/L Precision Aerobatics



John McFayden 14681L
Chair
905-689-4283 stuntguy@sympatico.ca

One of the really pleasant benefits of being a MAAC Committee Chairman is that you meet and talk to people that you may not have had the opportunity to talk to, otherwise. Some time ago, I had such an opportunity to talk Control Line Precision Aerobatics with Chuck Schooley.

Chuck contacted me to see if there were stunt contests within a reasonable drive to his home in Western Ontario. I was able to provide Chuck with details about the Beanfield Grand Prix (July 7 & 8, 2012) and Southern Ontario Control Line Championships (August 17 to 19, 2012), both graciously hosted by Brad LaPointe on his farm in Dresden.

I was also able to direct Chuck to the



Balsa Beavers website (www.balsabeavers.ca) to get full contest details for these and other Ontario contests. Chuck and I enjoyed several pleasant e-mail exchanges and I have included a photo of Chuck and his Smoothie.

The Balsa Beavers have been blessed over the past year or so to have a handful of new pilots take up the handle. Last summer at the Southern Ontario Control Line Championships, as one day's scheduled events wrapped up and the circle was about to be opened to all for practice, Len Bourel noticed there were a number of novice flyers present who were not competing in any events. They had all been involved by lap counting, timing, score sheet running etc.

Len suggested that perhaps an impromptu simple beginners event be organized. So quickly, a series of simple

manoeuvres were agreed upon and in no time at all, four brave contest novices signed up.

That day, the Balsa Beavers Novice Aerobatics was born. The pattern included take-off, level flight, climb, high flight, dive, wingover, two inside loops, and one option selected from roller coaster, lazy eight or inside square loop and of course, the landing. Not everyone that day could do each trick but they all got to experience the excitement that comes with flying in front of clipboard-bearing judges.

Len and I have since formalized the rules for the event and Novice Aerobatics is included in four Balsa Beaver contests this summer. The event will be conducted as a training system, with the judges sitting with each pilot to review each segment of their flights and how to improve their flying skills.

Last spring in Ontario, we dealt with endless rain and so far this year, it has been endless wind. Hopefully, the wind will soon abate and our busy contest schedule and yours truly will enjoy sunny skies and sweet breezes. ✈

Vol circulaire acrobatique



John McFayden 14681L
président
905-689-4283 stuntguy@sympatico.ca

L'un des bénéfices vraiment agréables d'être un président de comité du MAAC, c'est de rencontrer un tas de gens et d'avoir la chance de leur parler, ce qui n'aurait pas nécessairement été possible sans cette fonction. Il y a quelque temps, j'ai pu jaser vol circulaire acrobatique avec Chuck Schooley.

Chuck a communiqué avec moi afin de s'informer s'il y avait des concours de vol acrobatique à distance raisonnable de chez lui, dans l'Ouest de l'Ontario. J'ai fourni des détails à Chuck relativement au Grand Prix de Beanfield (les 7 et 8 juillet 2012) ainsi que le championnat de vol circulaire du Sud de l'Ontario (du 17 au 19 août 2012), deux rassemblements qu'organise Brad LaPointe sur sa ferme de Dresden.

J'ai aussi dirigé Chuck au site Web des Balsa Beavers (www.balsabeavers.ca) afin qu'il puisse y lire les détails des

concours ailleurs en Ontario. Chuck et moi avons échangé plusieurs courriels et j'ai inclus une photo de ce modéliste avec son Smoothie.

Les Balsa Beavers ont eu la chance ces derniers temps de voir une poignée de nouveaux venus... justement prendre la poignée. L'été dernier au Championnat de vol circulaire du Sud de l'Ontario, au moment où une épreuve se terminait et que le cercle allait être ouvert à quiconque voulait pratiquer, Len Bourel a remarqué quelques nouveaux pilotes qui ne participaient à aucune épreuve. Ils avaient donné un coup de main en comptant les tours, au chronomètre ou en livrant les feuilles de pointage.

Len a suggéré l'organisation spontanée d'une épreuve pour débutants. Rapidement, les dirigeants ont convenu d'une série de manoeuvres simples et en un rien de temps, quatre des débutants se sont inscrits.

Ce jour-là, le concours Balsa Beavers Novice Aerobatics est né. La séquence comprenait le décollage, vol en palier, un

grimper, vol en altitude, un plongeon, un wingover, deux loopings intérieurs et une dernière figure, à choisir entre les roller coasters, lazy eights ou un looping intérieur carré et bien sûr, l'atterrissage. Ces concurrents n'ont pas tous pu exécuter chacune des acrobaties mais ils ont tous goûté à l'excitation de se produire devant des juges armés de leur tablette.

Depuis, Len et moi avons formalisé les règlements de cette nouvelle épreuve, si bien qu'elle se trouve incluse dans quatre concours des Balsa Beavers, cet été. Cette épreuve servira de système de formation; les juges pourront s'asseoir avec chaque pilote afin d'examiner chaque segment de vol et voir comment ils peuvent améliorer les aptitudes de pilotage.

Le printemps dernier en Ontario, nous avons eu droit à un déluge et jusqu'à maintenant cette année, il n'a fait que vent. Avec un peu de chance, le vent diminuera bientôt et nos concours se disputent sous un ciel ensoleillé et une toute petite brise. ✈

Free Flight



Richard Lyle Barlow 5744L
Committee Member
613-348-1696 pastpres@maac.ca

In the May issue, it was announced that we were seeking a new Free Flight chairman for MAAC. At the end of May, the proposed name of Tony Mathews, MAAC #7762 was put in front of the many free flight enthusiasts who have been involved in the search and there was no dissension. With his agreement, Tony's name was submitted to the MAAC President and in all likelihood, he will have been formally appointed by the time you read this.

Tony needs no introduction. An accomplished flyer, he has represented Canada several times at world championships and is a meticulous and knowledgeable builder and flyer. He is certainly in a good position to give coverage to our world championship participation.

Few modellers are fully aware of the dedication required to fly any event at the world championship level. Because free flight models are not radio controlled, some are tempted to dismiss them as a lower form of aeromodelling. Nothing could be farther from the truth. The technological and electronic sophistication in a modern free flight model needs to be seen to be appreciated.

Canadian results at the 2011 World Championships in Argentina were relatively unheralded. This is unfortunate, bearing in mind how well the Canadians performed.

In the three categories of FIA (glider), FIB (Rubber power) and F1C (engine



Vidas Nikolajevs passes the Mongolian team as he retrieves Frank Schlachta's model. / Vidas Nikolajevs passe à côté de l'équipe de la Mongolie en récupérant la maquette de Frank Schlachta.

powered), there were up to 31 nations competing. In the team categories, Canada came second, third and thirteenth respectively. When you consider that the Americans, always a force to be reckoned with, came fifteenth, third and second respectively, that put the Canadians slightly ahead of the most powerful nation in the world. No mean feat.

Canada has, over the years, won world championships in more than one event and has had many top three finishes. We

should be proud of our teams. They represent the pinnacle of aeromodelling, and they do it well.

I remain an enthusiastic member of the Free Flight Committee, but now turn over the reins, and this column, to the new Chairman. Thanks to all who helped with the project of selecting him.

We hope to see you all at the Great Grape Gathering contest in September.



Vol Libre



Richard Lyle Barlow 5744L
Membre du Comité
613-348-1696 pastpres@maac.ca

Dans le numéro de mai, on vous annonçait que nous étions à la recherche d'un nouveau président du Comité de vol libre au sein du MAAC. Fin mai, le nom de Tony Mathews (MAAC 7762) été proposé auprès des adeptes de vol libre qui avaient participé à cette recherche et aucune dissension n'a été relevée. Grâce à cette entente, le nom de Tony a été soumis au président du MAAC et il sera vraisemblablement nommé en poste au

moment où vous lirez ces lignes.

Tony ne nécessite aucune introduction. Un modélisme accompli, il a représenté le Canada à plusieurs reprises lors de championnats mondiaux et il est aussi méticuleux que savant, tant à la construction qu'au vol. Il est certainement en bonne posture afin d'offrir une couverture de notre participation au championnat mondial.

Bien peu de modélistes connaissent à fond le dévouement dont il faut faire preuve afin de faire voler des maquettes au sein d'un tel calibre de compétition que les championnats mondiaux. Parce

que les maquettes de vol libre ne sont pas télécommandées, certaines personnes auraient tendance à classer cette discipline comme étant secondaire. Rien n'est plus faux. Le niveau de sophistication technique et électronique que renferme une maquette moderne de vol libre doit être vu pour être apprécié. Les résultats de l'équipe canadienne lors du Championnat mondial de 2011 en Argentine ont bien peu défrayé la manchette. C'est malheureux, compte tenu de la prestance des Canadiens.

Dans les trois catégories F1A (pla-

suite à la page 47

Électriques



Rod McRae 058L
Président
250-769-3505 rmcrae12@telus.net

J'aimerais utiliser cette chronique afin de vous présenter les nouveaux membres du Comité de maquettes électriques. Ne vous gênez pas afin de leur demander de l'aide. Leur adresse électronique respective se trouve à la page du Comité sur le site Web.

Mike Anderson

Janvier 2001 : A effectué son solo à l'aide d'une aile volante électrique. Vous avez bien lu : en janvier à Ottawa!

Avril 2008 à mars 2010 : président du Comité des maquettes électriques. Il a publié 12 rubriques dans Model Aviation Canada. En 2008, le Comité a créé l'un des premiers documents sur la sécurité précisément pour les lignes directrices.

Juin 2012: membre de Team Canada au concours ALES (Altitude Limited Electric Soaring), en Pennsylvanie.

Juillet 2012 : Directeur de concours pour le concours ALES chez les Rideau RC Flyers dans le cadre de la série Ottawa/Québec (ALES).

Yves Auger

Yves aime faire de la photographie aérienne et est constamment à la recherche de la meilleure plateforme pour ce travail. Il pilote des Park Fliers et a mis au point ses propres maquettes qui examinent le concept du vol d'un appareil léger et sécuritaire dans un environnement restreint. Il a aussi construit et il pilote une maquette multirotors, un gros défi en soi.

Ron Cunningham

Ron a commencé à piloter des maquettes télécommandées au début des années 1980 alors qu'il était membre des Vernon RC Aero Modelers et il a construit et fait voler de nombreux avions au cours des 15 prochaines années. Après une

pause de justement 15 ans, il a recommencé à piloter des maquettes mais cette fois, il est passé du côté des avions électriques. À l'heure actuelle, il construit un bimoteur Beech 18. La construction depuis un kit constitue une grosse partie de l'attrait pour lui.

Bruce Dealhoy

Bruce s'intéresse à l'aviation depuis sa tendre enfance lors des années 1950 et 1960. Il s'est alors concentré surtout sur les maquettes de plastique et parfois sur celles à propulsion élastique. Il a commencé à piloter des maquettes télécommandées au sein du Club de Mississauga au cours des années 1980 et s'implique au sein du MAAC depuis une décennie chez divers comités. Les maquettes sportives et les copies volantes l'intéressent particulièrement.

Geoff Dryer

En 2007, j'ai acheté ma première maquette électrique de dimension 50 cc, un YAK-180 (kit d'Hyperion). À partir de ce moment, j'étais accro aux copies volantes. J'ai été concurrent au sein de l'IMAC au cours de la saison 2009 à l'aide d'un Sukhoi (Hangar 9) à l'échelle 33 %. Récemment, j'ai construit un Slick électrique à l'échelle 42 % en prévision de la saison de vol 2012. Je possède aussi quelques copies volantes et je m'active à construire un J-3 Cub électrique à l'échelle 50 %.

Robert Fishwick

Pendant 45 ans, Robert a évolué dans l'industrie de l'informatique en faisant des diagnostics de problèmes. La belle époque; on n'échangeait pas les pièces, dans le temps. Lorsqu'il était jeune, il pilotait des maquettes de vol circulaire et est entré dans l'univers des maquettes télécommandées électriques, il y a 20 ans. Il aime beaucoup commander des maquettes plus imposantes à la propulsion

électrique.

Bill Fry

Bill a longtemps piloté des maquettes à carburant et il s'est converti à la propulsion électrique voilà cinq ans. Il pilote présentement un Twin Otter (Hangar 9), un bimoteur Deuces Wild ainsi qu'un hydravion de cylindrée 150 qu'il a converti en bimoteur électrique.

Rigel Chiokis

Rigel a commencé à piloter des maquettes électriques en mai 2011 et a préféré la motorisation électrique afin d'éviter le coût et la saleté du carburant. Les avions électriques volent très bien et sont faciles à réparer. Rigel fait partie de l'exécutif du London Model Aircraft Club depuis janvier 2012 et c'est sa première affectation bénévole au sein du MAAC.

Charles Sparrow

Lorsque Charles est entré au sein de notre passe-temps en 2004, il a tout de suite commencé à l'aide d'un avion de formation électrique. Son ambition au départ, c'était de piloter des copies volantes de façon réaliste. Il encourage les modélistes à se lancer dans la propulsion électrique et il a fait une présentation chez notre club sur la comparaison moteurs à combustion/propulsion électrique, avec les prix modernes.

Rod McRae

Rod s'est mêlé de plusieurs disciplines du vol électrique depuis le début des années 1970. Son intérêt du moment, ce sont les planeurs pour les concours ALES. Il fait aussi voler des Park Flyers puisque seules les petites maquettes sont autorisées aux terrains de Kelowna. Il est présentement membre du Club PENMAC de Penticton et, de concert avec quelques anciens et actuels membres du KORC, il a fait démarrer l'Okanagan Electric Quiet Fliers Club, à Kelowna. ✈

New Generation Hobbies
YOUR ONE STOP FPV SHOP

Internet Sales Only

All the FPV equipment you need to start flying with camera and goggles. Camera systems, OSD's, video goggles. New Generation Hobbies is exclusive Canadian distributor for Mikrokopter products. Please check out our products at: <http://www.nghobbies.com>.

FAT SHARK



Rod McRae 058L
Chair
250-769-3505 rmcrae12@telus.net

I'd like to use this column to introduce the new Electric Committee members. Please feel free to contact any of them for assistance. Their e-mail addresses are on the Electric Committee page of the MAAC website.

Mike Anderson

Jan 2001: Soloed on an electric flying wing. That's right, January in Ottawa!

April 2008 to March 2010: Chair of the Electric Flight committee. Published 12 committee articles in Model Aviation Canada. In 2008, the committee created one of the first discipline-specific safety documents for the revised Safety guidelines.

June 2012: member of "Team Canada" ALES (Altitude Limited Electric Soaring) contest in Pennsylvania.

July 2012: CD for ALES event at the Rideau RC Flyers as part of Ottawa / Québec ALES series

Yves Auger

Yves likes aerial photography and is always searching for the best electric platform for this task. He flies Park Flyers and has developed his own concept planes that are safe & light to fit in a small environment. He also built & flies a multi-rotor which is a big technical challenge

Ron Cunningham

Ron started flying RC planes in the early 1980s with the Vernon RC Aero

modelers Club and built and flew numerous planes over a 15-year period. After a 15-year hiatus, he started flying again but went with electrics. He is currently building a Beech 18 twin. The building of a kit is a big part of why he is in this hobby.

Bruce Dealhoy

Bruce has been interested in aviation since his childhood in the 50s and 60s, focusing mainly on plastic models with the occasional wind-up model. He started flying RC with the Mississauga club in the 1980s and has been involved with MAAC over the last ten years on various committees. Electric sport and scale are now his primary interests.

Geoff Dryer

In 2007, I purchased my first 50cc-class electric, a Hyperion YAK-180. At this point, I was hooked on Giant Scale. I completed in IMAC for the 2009 season with an electric 33% Hangar 9 Sukhoi. I recently built a 42% Slick (also e-powered) for the 2012 IMAC season. I also have a few scale planes and I am currently scratch building an electric 50% J-3 Cub.

Robert Fishwick

For 45 years, Robert was involved in the computer industry, troubleshooting mainframe computers to component level. Those were the days, no board swaps then. He flew control line as a boy and got into radio control electrics 20 years ago. He enjoys converting larger models to electric from glow or gas.

Bill Fry

A long-time glow and gas modeler, Bill switched entirely to electric five years ago. He presently flies a Hangar 9 twin Otter, a Deuces Wild twin, and converted a single engine 150-size seaplane to twin electric.

Rigel Chiokis

Rigel just started flying RC in May 2011 and chose to go electric to avoid the cost and mess of fuel. Electric planes fly great and are easy to repair. He is an executive member of the London Model Aircraft Club as of January of this year and this is his first volunteer stint with MAAC.

Charles Sparrow

When Charles joined the hobby in 2004, he started right off with an electric-powered trainer. His initial ambition was to fly scale airplanes in a scale manner. He encourages members of the hobby to get into electric power and has made a presentation to our club on comparison costs of glow versus electric at today's prices.

Rod McRae

Rod, has been involved in most aspects of electric flight, starting in the early 1970s. His current interest is in the ALES-type powered gliders. He is also currently into the Park Flier-type of models as pilots are limited to small model fields in Kelowna. He is currently a member of the PENMAC Club in Penticton and along with a few past and present KORC members, has recently started the Okanagan Electric Quiet Fliers Club, centered in Kelowna. ✈

Vol Circulaire

suite de la page 43

Je crois que nous devrions adopter cette formule au Canada. Du moment que les fonctions primaires d'une copie volante sont encore contrôlées par un filin (poignée), ce serait bien bête d'ignorer cette innovation qui nous permettrait de contrôler les autres fonctions sans la traînée et la complication des systèmes plus anciens.

Nous avons déjà mis cette technologie à l'essai lors de concours locaux et plusieurs s'entendent, au sein des concours de copies volantes, pour dire que le système 2.4 Ghz devrait être autorisé pour les fonctions de vol secondaires.

Si vous avez une opinion là-dessus, je serais bien intéressé de récolter votre avis.

J'ai l'intention de formaliser ce changement un peu plus tard en cours d'année et de formuler une recommandation lors de l'Assemblée annuelle de la zone dans le but de faire changer la réglementation au sein du Comité de vol circulaire. ✈

Vol Libre

suite de la page 45

neurs), F1B (propulsion électrique) et F1C (propulsion à moteur), 31 nations se livraient combat. Au sein des catégories d'équipe, le Canada a respectivement terminé deuxième, troisième et treizième. Si vous tenez en ligne de compte que les Américains -- toujours de redoutables adversaires -- ont terminé quinzisième, troisième et deuxième, cela a placé nos représentants canadiens légèrement devant la plus puissante nation du monde. Ce n'est pas un mince accomplissement.

Au fil des années, le Canada a remporté le championnat mondial à plus d'une reprise et nos représentants se sont souvent hissés parmi les trois premières places sur le podium. Nous devrions être fiers de nos équipes. Ses membres représentent le summum de l'aéromodélisme et ils se tirent très bien d'affaire.

Je demeure un membre enthousiaste du Comité de vol libre et je passe maintenant les reines -- et cette chronique -- au nouveau président. Merci à tous ceux qui ont participé au projet de la sélectionner.

Nous espérons vous voir au concours Great Grape Gathering, en septembre. ✈

RC Float Plane



Bill Thorne 75300
Chair
905-433-0561 Billthorne@Sympatico.ca

Another season begins and hopefully, the weather is better this year.

It is interesting. When one flies floatplanes, one really becomes aware of the winds, even more so than flying off dirt. Winds that would be acceptable when operating from the home field, would create waves large enough to swamp, capsize or damage the floatplane. So keep an eye on the weather.

Before setting out to fly, I usually consult the internet weather sites to see if conditions are good. There are many sites. Some are government or commercial sites and the information is minutes old. There are also many private sites that monitor the weather conditions locally. With a little searching, you will find the weather site that works best for you.

Here are a few weather sites that I have found useful and you may have your favourites, too.

Canadian weather:
<http://www.weatheroffice.gc.ca/>

canada_e.html
The Weather Network:
http://www.theweathernetwork.com/?ref=topnav_weather_homepage
USA weather
<http://www.noaa.gov/>
Winds around the world
<http://www.windfinder.com>
To change to another topic, here's the RC Floatplane Committee for 2012:
Rob Dover (Kamloops B.C.); Ross Gamage (Port Perry, ON.); William Bris-



Randy Curts' 1/4 scale Taylorcraft on the water for an early evening flight. / Le Taylorcraft à l'échelle un quart de Randy Curts se retrouve sur l'eau pour un vol de début de soirée.

son (Oxdrift, ON); Ernst Reinhold (Stony Plain, AB); Karl R. Kingston (Cornwall, ON); Bill Davies (Albert, ON); Andrew Donatelli (Mission, B.C.); Darren Gauthier, (Victoria, B.C.) and Greg Potvin (Lansdowne, ON)... and me: Bill Thorne (Oshawa, ON, Committee Chair).

An excerpt from the Guidelines for Committee Chairman:

June to September - Go flying! Remind the Committee members that they should however, be thinking about problems and consulting with other

members from their local areas. Each Committee member should, within time restraints, consult other members for their opinions.

The entire Committee should be striving to achieve the consensus of the majority of the members at large.

So when you meet up with any of the Committee members, don't be afraid to keep us informed about anything to do with floatplane flying.

Till next time, good flying.



Avions flotteurs



Bill Thorne 75300
Président
905-433-0561 Billthorne@Sympatico.ca

Une autre saison commence et j'espère que la météo sera meilleure, cette année.

C'est intéressant. Lorsqu'un pilote fait voler des hydravions, il porte beaucoup plus attention aux vents, bien plus que si son avion décollait de la terre ferme. Ces mêmes vents qui seraient passables au terrain de vol conventionnel auraient tôt fait de créer des vagues suffisamment importantes pour faire chavirer ou endommager un hydravion. Ainsi, gardez un oeil sur la météo.

Avant de me déplacer, je consulte habituellement des sites de météo afin d'apprendre si les conditions sont bonnes.

Il existe plusieurs tels sites. Certains appartiennent au gouvernement, d'autres sont commerciaux, mais les renseignements ne datent souvent que de quelques minutes. Plusieurs sites privés existent aussi afin de surveiller la météo locale.

Si vous menez une petite recherche, vous trouverez celui qui fonctionne le mieux pour vous.

Voici quelques sites que j'estime utiles. Peut-être possédez-vous déjà le vôtre?

Météo canadienne :
http://www.weatheroffice.gc.ca/canada_e.html
The Weather Network:
http://www.theweathernetwork.com/?ref=topnav_weather_homepage
Météo américaine :
<http://www.noaa.gov/>
Winds around the world
<http://www.windfinder.com>

Passons au prochain sujet. Voici les membres du Comité d'hydravions en 2012 :

Rob Dover (Kamloops C.-B.); Ross Gamage (Port Perry, Ontario); William Brisson (Oxdrift, Ontario); Ernst Reinhold (Stony Plain, Alberta); Karl R. Kingston (Cornwall, Ontario); Bill Davies (Albert, Ontario); Andrew Donatelli (Mis-

sion, C.-B.); Darren Gauthier, (Victoria, C.-B.) et Greg Potvin (Lansdowne, Ontario)... et moi, Bill Thorne (Oshawa, Ontario, président du même Comité).

Voici un extrait des lignes directrices pour le président du Comité :

«Entre juin et septembre -- allez faire voler vos avions! Rappelez aux membres du Comité qu'ils devraient toutefois songer aux problèmes et consulter les autres membres de leur coin respectif. Chaque membre du Comité devrait, selon le temps disponible, consulter les autres membres afin de récolter leur opinion.

Le Comité en entier devrait viser le consensus de la majorité des membres (au sein du MAAC).»

Lorsque vous rencontrerez l'un ou l'autre des membres du Comité, n'hésitez pas à nous informer de toute activité qui a rapport au vol d'hydravions.

D'ici la prochaine chronique, bons vols. ✈

Tom Russell 22036
Chair
905-425-1531 mansterrussell01@aol.com

Noise, noise, noise! That is a HOT topic at a lot of fields and events these days. Giant Scale flyers must address this issue with every aircraft that they build and fly. Of course, the folks who have gone to electric motors are not nearly as concerned about this issue nearly as much as those of us who still have big gas burners in the nose of their aircraft.

As a matter of fact, I was just reading about a company that makes and sells special sound simulation equipment to reproduce the sounds of almost any piston engine, jet, machine gun, etc.

My concern today is about the sounds that come from the exhausts and prop noise of our big birds. You can make our aircraft less noisy with a little focus on the problem and of course, some expenditure, if necessary. Mufflers are generally not very effective when using the standard item that comes with a new engine. In fact, they are usually terrible (as far as reducing noise is concerned)! However, there are solutions available.

Canister mufflers are a great solution to any noise issues and of course, they help generate power so they are a great alternative where they can be utilized. Otherwise, right here in Canada, we have one of the premier aftermarket muffler manufacturers who can provide a high quality, quiet custom muffler for your



Walter Ernstberger's 112" span Supermarine Spitfire Mark IX built from Mick Reeves design using a ZDZ 80cc engine with a 25x10 XOAR prop. This plane is a replica of the Spitfire from the Russell Collection located in Niagara Falls Ontario. / Le Supermarine Spitfire Mark IX (envergure de 112 pouces) de Walter Ernstberger, construit à partir d'un design de Mick Reeves. Moteur ZDZ de 80 cc et hélice XOAR de 25 X 10. Cette maquette est la réplique de l'appareil de la collection Russell, à Niagara Falls (Ontario).

specific installation.

Of course, I am referring to Bisson Custom Mufflers (www.bissonmufflers.com). I ordered and recently received a custom muffler designed to fit perfectly in my P-51 Mustang and it is QUIET! I received it within a couple of weeks, manufactured exactly to my installation specifications. Remember, buy Canadian!

Another less elegant solution that works on the DLE engines is an aftermarket 'stinger' that inserts into their stock muffler. I have only found this product available from one U.S. supplier, so I am not sure if they manufacture it themselves or if it is made by a third

party. If you have a DLE engine, you may want to look into this product. The product is from Troy Built Models (www.TroyBuiltModels.com).

They are also great supporters of sanctioned events so look them up if you are running a giant scale event. They will probably send you some prizes.

If you are handy with metal working tools, you can also fabricate your own aftermarket modifications to that noisy stock muffler. There you have it on noisy mufflers.

Next time, we will talk about noisy props! I hope to see you all at a giant scale event this summer. ✈

Copie Volantes Géantes

Tom Russell 22036
président
905-425-1531 mansterrussell01@aol.com

Bruit, bruit, bruit! C'est un sujet bien chaud en plusieurs terrains et au sein de plusieurs rassemblements, ces jours-ci. Les pilotes de petits-gros doivent traiter de cette problématique lors de la construction de chacune de leurs maquettes. Bien sûr, les gens qui ont effectué la transition à la motorisation électrique n'ont pas ces soucis tandis que ceux d'entre nous qui avons doté nos appareils de moteurs à essence doivent y voir.

En fait, je lisais tout récemment quelque chose au sujet d'une entreprise qui fabrique et qui vend de l'équipement de

simulation de bruit, de quoi reproduire le son de presque n'importe quel moteur à piston, jet, mitrailleuse, etc.

Mon inquiétude aujourd'hui, ce sont les bruits qui sortent de l'échappement et le bruit de l'hélice qu'émettent nos gros oiseaux. Vous pouvez réduire le niveau sonore si vous concentrez votre attention sur le problème et bien sûr, si vous y mettez quelques sous, au besoin. Les silencieux ne sont généralement pas très efficaces si vous utilisez les unités qui arrivent avec les nouveaux moteurs. En fait, ces dispositifs sont généralement bien moches (dans leur mission d'atténuer le bruit)! Toutefois, il existe des solutions.

Les silencieux en forme de bombonne

(canister) constituent une bonne solution et bien sûr, ils génèrent de la puissance; c'est chouette si vous pouvez vous en servir. Autrement, ici même au Canada, nous comptons l'un des chefs de file de silencieux après-vente qui peut offrir un silencieux de grande qualité et qui peut le personnaliser selon vos besoins.

Bien sûr, je fais référence à Bisson Custom Mufflers (www.bissonmufflers.com). J'ai récemment commandé et installé une telle unité personnalisée conçue pour mon P-51 Mustang et ce silencieux l'est vraiment! Je l'ai reçu en l'espace de deux ou trois semaines, configuré selon mes exigences. Rappelez-vous : achetez un produit canadien!

suite à la page 76

RC Helicopter



Mark Everett 79872
Chair
519-622-1132 markeverett@sentex.ca

I have been asked a few times about the Blades program and how to implement it into the training regime for existing clubs. The Blades program should be treated just like the Wings program. Club executives can appoint a qualified Chief Flight Instructor (CFI), for helicopters. The CFI can then test the abilities of those capable of instructing others, and certify them for the job. Those qualified instructors can then train others coming up the line.

Also, club executives can order 'Heli Wings' from MAAC for those pilots who have earned them. If anyone is looking for an excellent PowerPoint presentation that explains the purpose and intent of the Blades program, feel free to e-mail me through the MAAC website and I will gladly forward you a copy. Murray Latter and Jeremy Dann, a couple of our East Coast pilots, put it together and have graciously allowed it to be shared among our clubs. Thanks guys for your efforts!

Here's an awesome idea from Larry Urquhart. The idea is so great you will



wonder why you didn't think of it yourself!

"Centrifugal forces and high head speeds with long blades require precision balancing. A tiny amount out of balance on long, heavy blades means vibration. The solution is having a sensitive balancer, something that can be made by most RC hobbyists.

"All you need is 1/4" plywood or similar - I used Plexiglass - and several fried hard drives. These can usually be found at computer repair shops for free. Ex-

tract the motors and mount them in the arrangement seen in the picture. There is no set distance between opposing disks, as long as you have a clean "V" for your main shaft to rest on.

"These motor assemblies have precision bearings and turn at high speeds, thus giving you a very sensitive balancer. Use two disks on each motor, and assemble with spacers to overlap as shown. With this assembly, you are able to balance both main and tail assemblies." ✈

RC Hélicoptères



Mark Everett 79872
président
519-622-1132 markeverett@sentex.ca

On m'a demandé des renseignements à quelques reprises sur le programme Blades (d'obtention des «ailes» de pilote d'hélicoptère) et comment en assurer la mise en oeuvre au sein de la formation qu'offrent les clubs actuels. Le programme Blades peut être considéré au même titre que le programme Wings. L'exécutif des clubs peut nommer un instructeur-chef pour les hélicoptères. Cette personne peut alors tester l'aptitude de collègues à donner de la formation aux autres et ainsi, leur accorder une annotation à titre d'instructeur. Ces instructeurs qualifiés peuvent ensuite en former d'autres, éventuellement.

Aussi, l'exécutif des clubs peuvent commander l'épinglette Heli Wings auprès du MAAC à l'intention des pilotes qui ont atteint ce palier. Si vous recher-

chez une présentation PowerPoint sur les objectifs et l'intention du programme Blades, envoyez-moi un courriel par le biais du site Web du MAAC et il me fera plaisir de vous envoyer le fichier. Murray Latter et Jeremy Dann, deux pilotes de l'Atlantique, ont préparé ce document et ont généreusement accepté de le distribuer auprès des autres clubs. Merci les gars pour votre effort!

Voici une merveilleuse idée de la part de Larry Urquhart. Celle-ci est si chouette que vous vous demanderez pourquoi vous n'y avez pas pensé vous-même!

«Les forces centrifuge et la vitesse élevée des têtes de rotor nécessitent un équilibrage de précision. Une légère imperfection au bout de pales allongées et lourdes occasionnera de la vibration. La solution, c'est de recourir à un dispositif d'équilibrage sensible, quelque chose que la plupart des modélistes peuvent assembler.

«Tout ce dont vous avez besoin, c'est

d'un peu de contreplaqué d'un quart de pouce ou quelque chose qui s'en rapproche. J'utilise moi-même du Plexiglass. Ensuite, plusieurs hard drives informatiques qui ne sont plus bons. On en trouve habituellement gratuitement aux commerces de réparation d'ordinateurs. Il s'agit d'extraire les moteurs et de les monter tel que vous les voyez dans la photo. Il n'y a pas de distance critique ou prédéterminée d'un disque à l'autre, en autant que vous avez un «V» nettement délimité afin de pouvoir y déposer le moyeu principal.

«Ces moteurs sont dotés de roulements de précision et tournent à des vitesses très élevées, ce qui vous procurera un équilibreur très sensible. Utilisez deux disques par moteur et assemblez vos cales (spacers) de sorte à ce qu'elles se chevauchent, tel qu'illustré. Grâce à cet assemblage, vous pourrez équilibrer vos pales de rotor principal et de queue.» ✈

RC Indoor



Gaston Boissonneault 42053L
Chair
705-969-6728 gbjets@cyberbeach.net

I was very fortunate to receive an invitation from Art Lane, Jason Uberig and the LIFT members (London Indoor Flying Troop) in London Ontario for their first indoor flying session at the newly built BMO indoor sports facility, scheduled for the evening of April 19. Luck had it that I had a refrigeration teaching assignment that same week in Caledonia, near Hamilton, less than two hours away.

Perfect timing, otherwise, it would be close to six hours of travel for me.

I left shortly after class and headed towards London, even though it was during rush hour. It didn't take too long, which gave me a chance to visit one of the local hobby shops and purchase some heli fuel for one of our club members. I also took advantage of being there early to mark some of the tests I had given my class, earlier that day.

Art and Jason arrived around 7 p.m. and proceeded to organize the event, very efficiently, I might add. It was decided

to separate the two soccer courts to allow more people flying, which is quite simple: one only needs to flip a switch and a net comes down from a 60-foot ceiling all the way down to the floor.

Close to 20 pilots showed up and after showing proof of their MAAC membership, took part in the fun. I was almost prevented from participating but I finally found my MAAC card after ten agonizing minutes. After paying a small fee to cover the rental costs, a short welcoming speech and some safety tips, we started flying.

The soccer courts, as you can imagine, are immense, somewhere around 80 ft x 150 feet, giving you a sense of almost being at the field. We were told to stay away from the 60-foot ceiling, since the facility doesn't have a lift readily available.

There was a wide variety of models flying, from micros to 42-inch wingspan foamies and from low wing to high wing and even biplanes. There were a couple minor collisions but everything ran smoothly until the time came to end the session around 9 p.m. We all wished it would last longer but it was an amazing two hours of flying.

Thanks to Art and Jason and everyone for a great event. ✈



RC Vol Intérieur



Gaston Boissonneault 42053L
Président
705-969-6728 gbjets@cyberbeach.net

J'ai eu la chance de recevoir une invitation de la part d'Art Lane, Jason Uberig et des membres du Club LIFT (London Indoor Flying Troop) de la ville du même nom à l'occasion de leur première séance de vol intérieur au tout nouveau complexe de sports intérieurs BMO, en soirée du 19 avril. C'est un coup de chance : j'avais une affectation d'enseignement en réfrigération la même semaine à Caledonia (près de Hamilton), un trajet de moins de deux heures. L'occasion était parfaite, sans quoi il m'aurait fallu voyager pendant presque six heures.

J'ai quitté aussitôt la classe finie et je me suis dirigé vers London, malgré l'heure de pointe. Ça n'a pas pris trop longtemps, ce qui m'a permis de visiter l'un des magasins locaux de passe-temps et

d'acheter du carburant pour hélicoptères pour un collègue de club. J'ai aussi profité de mon arrivée hâtive pour noter les travaux que j'avais donnés en classe, plus tôt cette journée-là.

Art et Jason sont arrivés à 19 heures et ont tout coordonné très efficacement. Les deux courts de tennis ont été séparés en deux afin de permettre à davantage de personnes de faire voler leur maquette respective. Opération simple : il ne s'agissait d'actionner un commutateur et le filet a descendu du plafond, 60 pieds plus haut et jusqu'au sol.

Presque 20 pilotes se sont présentés et après avoir montré leur carte du MAAC, ils ont participé avec plaisir. Un peu plus et je n'ai pu y prendre part, mais après dix minutes de recherche fébrile, j'ai retrouvé ma carte. Un frais minime de participation a été payé (afin de défrayer le coût de location des lieux), un petit discours a été prononcé... et nous avons

commencé à piloter.

Comme vous pouvez l'imaginer, les courts de soccer sont immenses (environ 80 pieds par 150 pieds)... Un peu plus et on croirait se retrouver à un terrain de vol. On nous a dit de nous tenir à l'écart du plafond de 60 pieds puisqu'il n'y avait pas de chariot avec panier sur les lieux.

Une grande variété de maquettes a pris la voie des airs, de micro-maquettes à des foamies de 42 pouces, d'appareils à ailes basses à des ailes hautes et même des biplans. Il y a bien eu quelques collisions mineures mais tout s'est très bien déroulé jusqu'à ce que la séance soit terminée, vers 21 heures. Nous aurions souhaité que la séance ait duré plus longtemps mais les deux heures de vol ont été fabuleuses.

Merci à Art, Jason et tout le monde pour ce bien beau rassemblement. ✈

Kelly Williams 59082L
Chair
604-592-0994 Kelly.Williams@Telus.Net

First, a reminder to those of us still flying in the U.S.A. with the old Letter of Proficiency. All LOPs will expire Dec 31, 2012. If you need to apply for the new Turbine Operator's Certificate, see the policy posted in the Jet Committee section of the MAAC website. On that note, congratulations to Paul Ajodha of Québec, the first to receive the TOC with the 'remote location' option, see section 5.3 of the policy for those without an examiner nearby.

This month's article is about failsafe set-up. One of the common misconceptions I hear as a result of the TOC examination is 'the ECU handles the failsafe set-up.' This is a dangerous assumption, and might not be true...

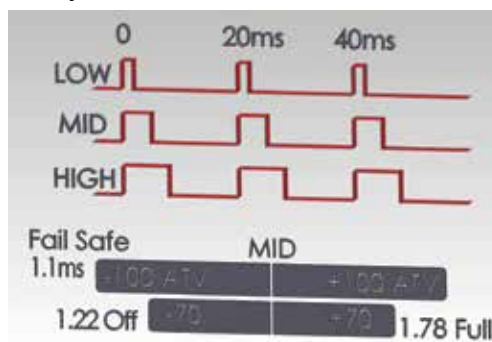
ECUs are very simple. They do a remarkably good job at controlling the turbine, which is not an easy task. They can only 'listen' to three things; RPM, EGT, and the receiver connection. They output to igniters, solenoids, starter motors, and the fuel pump with PWM (pulse width modulation) to average the ECU pack voltage down and create a variable fuel flow rate. I could easily go

on for another article on this subject, so I'll cut that off for now.

From an input/output perspective, it gives new appreciation to guys like Gaspar and others who created these devices and make turbines as reliable as they are in multiple climates around the world.

Back to Failsafe... Like a servo, there are three leads in the receiver connection: ground, positive, and signal. The signal is another PWM wave form. This is a 'square wave' changing from 0V to some nominal signal voltage, repeating every 20 milliseconds (ms).

Generally, the pulse should be 'up' for around 1.50ms long each cycle to indicate ½ stick position to an ECU. From there, full throttle may be around 1.90ms and stick-down / trim-down on throttle may be around 1.10ms. Those are as-



suming ATVs of 100% for each direction. This will probably run the turbine, but it may be incorrect. Again, the ECU can only listen to this signal and wave form. There is no other communication to alert that a failsafe has occurred. If the radio is set to 'hold last position' or go to idle, there's a good chance a failsafe counter function will not register.

Some turbines require binding a failsafe position of 100% down (~1.10ms), then reduce ATVs to ~70 / 70, then train the ECU... What this does is (roughly) sets FS to 1.10ms, shut-down at 1.22ms, ½ throttle at 1.50ms, and max power at 1.78ms. Between 1.22ms and 1.78ms, everything operates normally in flight (as it should). Using JetCat as an example, if the ECU suddenly sees 1.10ms (or well below shutdown), it interprets this as a failsafe alert and begins the 2.0sec auto shutdown timer. If the signal returns above 1.22 ms prior to 2.0 sec, the turbine will continue on as normal with a count on the failsafe indicator.

Please review your turbine's documentation to fully understand it, and ask questions if you need to. For those of us wishing to get a TOC and fly in the U.S., or flying anywhere else for that matter, understanding your turbine's failsafe set-up is essential. ✈

Avions à réaction

Kelly Williams 59082L
président
604-592-0994 Kelly.Williams@Telus.Net

En premier lieu, un rapport à ceux d'entre nous qui pilotons encore nos maquettes aux États-Unis grâce à l'ancienne Letter of Proficiency. Toutes ces lettres parviendront à échéance le 31 décembre 2012. Si vous devez faire une demande d'obtention de certificat d'opérateur de maquettes à turbine, veuillez consulter la politique postée dans la section du Comité des jets du site Web du MAAC. Là-dessus, félicitations à Paul Ajodha, du Québec, le premier à recevoir le nouveau certificat doté de l'option «remote location»; pour ceux qui ne peuvent bénéficier des services d'un examinateur tout près, consultez la section 5.3 de la Politique.

L'article de ce mois traitera de l'installation du système antidéfaillance

(fail-safe). L'une des idées reçues que j'entends après l'examen du certificat d'opérateur de maquettes à turbine, c'est que l'«ECU voit à l'installation antidéfaillance». C'est là sauter aux conclusions et il se pourrait que ce ne soit pas vrai...

Les blocs de commande électroniques du moteur sont très simples. Ils s'acquittent très bien de contrôler la turbine, ce qui n'est pas une mince affaire. Mais ils ne peuvent surveiller que trois paramètres : tours/minute (RPM), température des gaz d'échappement (EGT) et la connexion du récepteur radio. Des signaux sont transmis aux allumeurs, solénoïds, démarreurs et à la pompe de carburant à l'aide d'une modulation PWM (pulse width modulation) afin d'établir une moyenne de voltage et de créer un taux variable d'alimentation en carburant. Je pourrais m'étendre sur le sujet pendant un article au complet, mais je

vais m'en tenir à ceci pour l'instant.

Dans une perspective entrée/sortie (input/output), on ne peut qu'admirer le travail de gens comme Gaspar et autres qui ont créé ces dispositifs et qui ont rendu les turbines aussi fiables, quel que soit le climat dans la portion du monde où évoluent des maquettes à turbine.

De retour au dispositif antidéfaillance... Tout comme un servo, on retrouve trois fils dans la connexion au récepteur : mise à la terre (ground), positif et le fil du signal. Le signal, c'est une autre forme de PWM. Il s'agit d'une «vague carrée» qui passe de 0V à un quelconque voltage minimum et qui se répète aux 20 millisecondes (ms).

Généralement, la pulsation devrait fonctionner pendant environ 1,50 ms lors de chaque cycle afin d'indiquer la position de demi-course de la manette au ECU. À partir de ce moment, un

suite à la page 75

RC Precision Aerobatics



Hartley Hughson 50988L
Chair
604-885-5085 hhughson@dccnet.com

Although the season has just begun, this is a good time to start thinking of any changes that we may want to schedule and rules. This is a 'change' year and the role of the Precision Aerobatics Committee is to present all the resolutions and recommendations that come from flyers throughout the season. The committee members to contact, in addition to myself, are:

Mike Allman (Vernon, BC), Bert Armstrong (Mississauga, ON), Dave Blaby (Langley, BC), Paul Brine (Fergus, ON), Jim Eichenberg (Oakville, ON), Yves Lemire (Longueuil, QC), Chad Northeast (Calgary, AB), Tim Pascoe (Hamilton, ON), Dave Reaville (Brentwood Bay, BC), Dan Venables (Lethbridge, AB), Michael Vernier (Pierrefonds, QC)

I have short bios for some of the members and will work on having the rest of them in the next magazine.

Dave Blaby: started flying in 2005 and his first Sportsman competition was in 2007 and is now in his second year of flying Advanced. He flies a Twister and recently acquired and built a Vanquish. All but one of his aircraft are electric and he uses a 14 mz for most aircraft and a DX 6 for some bind 'n' fly.

Paul Brine: MAAC member since 1982, flying pattern since 1997 and currently in Intermediate.

Jim Eichenberg: has been in modeling for about 26 years and involved in Precision Aerobatics for the past 21. Has served as CD on local, national and international contests. Was a member of the FAI Jury at Muncie, Indiana, in 2011. Currently flies Advanced.

Chad Northeast: has been flying RC for 22 years and pattern for 18. Has competed in World and National championships and is a five-time World Championships semi-finalist and eight-time Canadian National Champion. Currently flying my own design, the Caelestia, being manufactured by ZN Line in Bel-

gium.

Tim Pascoe: has been an avid modeller for most of his life, beginning with the classic AMA Dart at the age of 5. While having flown all kinds of models throughout the years, pattern remains the primary focus. He's looking forward to flying a Wist Models Prestige this season at the Masters level.

Dave Reaville: has been enjoying RC since 1996 when I became involved with the Victoria Radio Control Modellers Society. Has been on the Precision Aerobatics Committee for the past 12 years and participated in the last five Canadian FAI F3A Team trials. Was on the 2007 F3A team in Argentina. Presently flies a ZNLine Xigris C-1 with a brand new ZN Line Caelestia about to fly shortly.

Dan Venables: has been flying pattern since 1979, competed in two world championships in F3A. Currently flying Comp-arf Integral with Futaba 14mz, Plettenburg 30-9. ✈

RC - Acrobatie de Précision



Hartley Hughson 50988L
président
604-885-5085 hhughson@dccnet.com

Although the season has just begun, this is a good time to start thinking of any changes that we may want to schedule and rules. This is a 'change' year and the role of the Precision Aerobatics Committee is to present all the resolutions and recommendations that come from flyers throughout the season. The committee members to contact, in addition to myself, are:

Mike Allman (Vernon, BC), Bert Armstrong (Mississauga, ON), Dave Blaby (Langley, BC), Paul Brine (Fergus, ON), Jim Eichenberg (Oakville, ON), Yves Lemire (Longueuil, QC), Chad Northeast (Calgary, AB), Tim Pascoe (Hamilton, ON), Dave Reaville (Brentwood Bay, BC), Dan Venables (Lethbridge, AB), Michael Vernier (Pierrefonds, QC)

I have short bios for some of the members and will work on having the rest of them in the next magazine.

Dave Blaby: started flying in 2005 and his first Sportsman competition was in 2007 and is now in his second year of

flying Advanced. He flies a Twister and recently acquired and built a Vanquish. All but one of his aircraft are electric and he uses a 14 mz for most aircraft and a DX 6 for some bind 'n' fly.

Paul Brine: MAAC member since 1982, flying pattern since 1997 and currently in Intermediate.

Jim Eichenberg: has been in modeling for about 26 years and involved in Precision Aerobatics for the past 21. Has served as CD on local, national and international contests. Was a member of the FAI Jury at Muncie, Indiana, in 2011. Currently flies Advanced.

Chad Northeast: has been flying RC for 22 years and pattern for 18. Has competed in World and National championships and is a five-time World Championships semi-finalist and eight-time Canadian National Champion. Currently flying my own design, the Caelestia, being manufactured by ZN Line in Belgium.

Tim Pascoe: has been an avid modeller for most of his life, beginning with the classic AMA Dart at the age of 5. While having flown all kinds of models throughout the years, pattern remains the primary

focus. He's looking forward to flying a Wist Models Prestige this season at the Masters level.

Dave Reaville: has been enjoying RC since 1996 when I became involved with the Victoria Radio Control Modellers Society. Has been on the Precision Aerobatics Committee for the past 12 years and participated in the last five Canadian FAI F3A Team trials. Was on the 2007 F3A team in Argentina. Presently flies a ZNLine Xigris C-1 with a brand new ZN Line Caelestia about to fly shortly.

Dan Venables: has been flying pattern since 1979, competed in two world championships in F3A. Currently flying Comp-arf Integral with Futaba 14mz, Plettenburg 30-9. ✈



RC Course Autour de Pylônes



Randy Smith 13141
Président
403 547-1086 pylon.guy@shaw.ca

Trois hourras pour nos camarades de course autour de pylônes qui ont voyagé jusqu'à Modène (Italie) en avril afin de livrer combat lors d'un concours d'une fin de semaine de course Q40. Harold Sattler (Meota, Saskatchewan), Henry Redekop (Régina) et Roy Andrassy (de Calgary) ont été concurrents dans le cadre de ce qui semble être le début d'une série de courses dans le cadre d'une Coupe du monde en Q40.

Cette catégorie de course a été créée en Amérique du Nord et s'est lentement répandue en Europe et en Australie au cours des dernières années. Un moteur de fabrication italienne a permis aux nouveaux adeptes sur le vieux continent de se procurer un moteur et de demeurer compétitifs.

Nos gars ont été en mesure de transporter le drapeau canadien jusqu'au podium lorsque Roy s'est classé premier, en plus d'obtenir le meilleur chrono de la compétition. Harold est arrivé bon deuxième et Henry s'est hissé au sixième rang sur 25 concurrents. Roy recommande de tout coeur ce voyage, compte tenu de l'excellente nourriture, du vin et de l'hospitalité. Ah oui : il a aussi mentionné que la course était bien chouette, aussi... Beau travail, les gars!

Examen de produit -- première partie

Voilà quelques mois, on m'a fourni un nouvel émetteur JR XG8 et un récepteur DMSS à des fins d'évaluation dans un environnement typique de course autour de pylônes. Ce qui suit est un examen du système dans cette perspective.

Le XG8 est l'un des trois nouveaux produits de la gamme DMSS chez JR. Les XG6 et XG11 sont aussi disponibles (ce sont, comme les chiffres le suggèrent, des émetteurs à six et 11 voies). Le système DMSS de JR peut capter et diffuser en temps réel de la télémétrie durant le vol de la maquette. L'écran affiche aussi le voltage de la pile, les tours/minute du moteur, sa température et autres paramètres. Le voltage du récepteur est automatiquement fourni lorsque vous branchez le module satellite du récepteur principal.

D'autres paramètres de tours/minute ou de température sont disponibles si on achète des capteurs qu'on branche ensui-

te dans le récepteur principal.

Dans une perspective de course autour de pylônes, la lecture des tours/minute devrait être pratique et bien sûr, cela vaut toujours la peine de connaître le voltage de la pile du récepteur. Personnellement, je suis un peu vieux jeu, si bien que j'utilise un tachymètre photo afin de mesurer les tours/minute; j'utilise des piles LiPo 2S et un régulateur de voltage et je m'inquiète rarement du voltage. Je ne peux commenter sur la fonctionnalité de la télémétrie puisque j'ai concentré mon utilisation sur des conditions de routine lors de courses. Même si l'espace disponible est restreint dans cette chronique, j'entame mes observations et commentaires généraux sur ce système.

Allure, sensation et caractéristiques

Au premier regard, le XG8 a l'air de la plupart des radios sur le marché, à l'heure actuelle. Toutefois, après en avoir exploré les caractéristiques, j'ai rapidement découvert des ajouts informatiques et autres qui le font passer à un système



The new JR XG8 DMSS system on 2.4 Ghz / Le nouveau système XG8 DMSS de 2.4 Ghz de JR

pour les concurrents plutôt qu'un simple émetteur pour les pilotes sportifs.

Le XG8 a cette allure bien sexy qui se tient très bien dans vos mains. Le poids est judicieusement équilibré. J'aime particulièrement l'emplacement du crochet de la courroie pour le cou. Ça peut devenir un problème chez d'autres systèmes dont le point d'ancrage est trop avancé vers le dessus de l'émetteur, ce qui fait que le système veut continuellement basculer vers le pilote. Dans ce cas-ci, lorsque la courroie est attachée, l'émetteur

s'assied tout à fait à l'horizontale sans qu'on y touche. Cela est redevable en partie aux points d'ancrage mais l'autre facteur, c'est l'emploi de piles LiFe de 6,4 volts et de 1 400 mah à l'intérieur. Cette pile est passablement plus légère qu'un ensemble conventionnel de huit piles NiMH.

Le XG8 emploie un écran de caractères en cristaux bleu foncé sur fond blanc. On peut en régler l'affichage en mode «on», qui s'éteint après plusieurs secondes (mode automatique) ou même en mode tout éteint. J'ai laissé mon affichage en mode automatique, de sorte à ce que je l'aperçoive même sous du soleil intense, pour ensuite conserver la puissance des piles. Si je veux revoir mon affichage, je n'ai qu'à toucher l'un des boutons.

Les interrupteurs pour les ailerons, l'élévateur et le gouvernail de direction (dual rates) sont dotés de trois positions. C'est pratique dans le cadre d'une course autour de pylônes puisque vous pouvez les régler à une position mitoyenne dans le cadre de vos vols d'essai... au moment où vous n'êtes pas certain du débattement idéal des gouvernes lors de vos premiers tours.

Sur mon émetteur normal, je dois ordinairement deviner si mon débattement «faible» l'est suffisamment et si mon débattement «ample» l'est suffisamment aussi lors des vols d'essai. Mes débattements faibles doivent l'être VRAIMENT lorsque mon moteur tourne à une vitesse de course. Ensuite, lors de l'atterrissage, je dois passer en mode de débattement ample (élévateur et ailerons), surtout si mon moteur a calé. L'atterrissage requiert davantage de débattement que lorsque le moteur tourne.

Les manettes sont ajustables en tension et en hauteur. Pour la course, je préfère régler la tension à son maximum. Si vous ne l'avez pas fait, je vous le conseille. Votre vol le long du parcours s'en trouvera amélioré et vous «sentirez» davantage la maquette.

Sur le XG8, j'ai tout simplement ouvert le couvercle arrière de l'émetteur et j'ai ajusté la tension du ressort à l'aide des petites vis.

Demeurez aux aguets pour la deuxième partie de mon essai dans le prochain numéro. Je commenterai les caractéristiques de programmation. ✪

RC Pylon



Randy Smith 13141
Chair
403 547-1086 pylon.guy@shaw.ca

Three cheers and pip-pip to our pylon comrades who travelled to Modena, Italy, in April to compete in a weekend contest of Q40 pylon racing. Harold Sattler from Meota, SK, Henry Redekop from Regina, and Roy Andrassy from Calgary competed in what is likely the start of a World Cup Q40 race series.

Q40 pylon began in North America and has slowly spread to Europe and Australia over the last few years. A local Italian-built engine has made it easier for the Europeans to obtain a motor and remain competitive.

Our boys carried the Canadian flag to the podium when Roy placed first and took fast time for the competition. Harold placed second and Henry placed sixth out of about 25 competitors. Roy highly recommends the trip for great food, wine, and hospitality. He said the pylon racing was fun too. Good job boys!

Pylon Product Review
– Part 1

A few months ago, I was provided with the new JR XG8 transmitter and DMSS receiver package for evaluation in a pylon racing application. Following is a review of the system from my perspective as a competitive pylon racing participant.

The XG8 is one of three offerings in JR's new line-up of DMSS RC systems. Also available is the XG6 and XG11. (Six- and eleven-channel models) JR's DMSS system is a transmitter and receiver system that enables in-flight telemetry to be captured and displayed in real time. Battery voltage, rpm, temperature etc. can be displayed on the transmitter screen. Receiver voltage is automatically provided when you plug in the satellite module to the main receiver.

For other metrics such as rpm or temperature, sensors can be purchased and then plugged into the main receiver.

From a pylon racing perspective, the

rpm reading would be useful and, of course, receiver battery voltage is always good to know. Personally, I'm a bit of an old school pylon guy so I use a hand-held photo tach to measure rpm and I'm presently using 2S Lipo receiver packs with a voltage regulator so I rarely worry about receiver voltage. I can't comment on the functionality of the telemetry system in the XG8 as I focused mainly on the everyday use of the radio system for pylon racing. So with the little space available in this column, I'll begin with my observations and comments on the radio in general.



Harold Sattler, Roy Andrassy and Henry Redekop attend the Q40 pylon races in Modena, Italy. Roy took top honors and fast time. Harold placed second and Henry sixth. / Harold Sattler, Roy Andrassy et Henry Redekop se sont rendus aux courses de l'épreuve Q40 à Modène (Italie). Roy a ravi la première place et le meilleur chrono tandis que Henry a terminé sixième.

Look, feel and features

At first glance, the XG8 appears to be like most any other radio on the market today. However, after playing with it for a while, I quickly discovered a number of hardware and software features that make it more than a sport flyer's radio but truly a competition flyer's system.

The XG8 is a sexy looking radio transmitter that feels good in your hands. It has a nice weight to it and it is balanced nicely. I particularly like the placement of the neck strap hook-up. This can be a problem in other radio systems where the neck strap attachment point is located too far towards the top of the transmitter, causing the radio to constantly tip towards the pilot. With the neck strap attached, the transmitter sits perfectly horizontal with hands off. Part of this is due to the location of the attachment

point but the other factor is the use of a 1400 mah, 6.4v LiFe battery pack in the transmitter. The battery pack is much lighter than a conventional NiMH pack with eight cells.

The XG8 employs a white backlit program display using dark blue pixels for the alpha/numeric characters. The display can be set to stay on, turn off after several seconds (auto mode), or set backlighting off all together. I left the display in auto mode so that it can be viewed easily in bright sunlight and then conserve battery power after several seconds. Touching any key on the display brings the backlight back on for easy viewing.

Aileron, elevator and rudder dual rate switches are three-position switches. This is handy for pylon because you can have a setting in between low and high – i.e. 'medium' for those initial test flights where you're not quite sure what the right amount of throw is for the first few turns.

In my normal pylon radio, I have to guess if low is low enough and if high is high enough for the test flights. Low rates have to be VERY low when the motor is running at full speed (race mode). Then, for landing we need to

switch elevator and ailerons to high rate for our dead stick landings. The landing requires much more throw than with power on.

The gimbal sticks have adjustable tension and adjustable stick height. For pylon racing, I subscribe to setting the stick gimbal tension as high as it will go. If you haven't done this yet on your radio for pylon racing, do it today. It will smooth out your course and give you a much more solid feel for the model.

On the XG8, I simply opened up the back of the transmitter case and adjusted the spring tension using the small screws located on each gimbal.

Stay tuned for part 2 of this product review in the next issue where I will comment on the extensive programming features of the XG8 from JR. ✨

RC Scale



Peter Conquergood 9551
Chair
705-522-3550 lprevost_ca@yahoo.ca

This is my first column as your new Scale Chairman. Modeling has been a part of my life since my youth. I achieved my RC Wings in 1974 with the help of the Bluewater Flyers. While living in Calgary in the 1980s I developed my passion for scale models and scale competition, owing in large part to the 'Classic Scale' contest series run by the Stampede Club. In more recent years, I have been flying my 1/3 scale Super Cub in contests, and working with the Kawartha Flyers to host 'Kawartha Classic Scale.'

I am currently in Lakeland Florida preparing to compete at Top Gun for the third time, attempting to improve my relative position in Expert Class. There are other Canadians participating in the event this year. Graeme Mears has built a fabulous T-33 in Thunderbirds livery which is being

flown in Team by Ali Machinchy of England. Blair Hopkins has built a beautiful BAE Hawk jet which is being flown by Sandro Novelli of Bolton, ON in the Pro-Am Sport Class. More on this event in another column.

As for Committee activities, I have two issues so far on my agenda, but I will be pleased to hear from any of you about other suggestions. The first item is the encouragement of Scale Competition. To my knowledge, there are only about three



Blair Hopkins (right) with his BAE Hawk flown by Sandro Novelli (left) at Top Gun. / Sandro Novelli (à g.) a piloté le BAE Hawk de Blair Hopkins (à dr.) lors du Top Gun.

scale competitions in Canada. I am sure that the rules are a partial cause of that small number, as MAAC is falling behind current trends.

To me, the scale flying is as important, and as much of a challenge, as the quality of the model. Both U.S. Scale Masters and AMA have developed scale categories to allow higher level competition with non-modeller built aircraft – i.e. ARFs. This year, Kawartha Classic Scale will have an "Advanced Open" Class in the

hope of encouraging more entries. Details are on the contest website at www.kawarthaclassicscale.com.

Secondly, we need to encourage a Canadian Team at World Championships. The next feasible opportunity is Spain in 2014. As a first step, we need to discover modellers who are keen and are willing to make the significant personal commitment required. If you are interested, or know someone who is, please let me know. ✈

Copies Volantes



Peter Conquergood 9551
Président
705-522-3550 lprevost_ca@yahoo.ca

Cette chronique est ma première en ma qualité de nouveau président du Comité de copies volantes. L'aéromodélisme a fait partie de ma vie depuis ma tendre enfance. J'ai obtenu mes «ailes» en 1974, grâce à un coup de main des Bluewater Flyers. Tandis que j'habitais Calgary au cours des années 1980, j'ai développé ma passion des copies volantes et des compétitions qui s'y rattachent, en grande partie en raison de la série Classic Scale qu'organisait le Stampede Club. Plus récemment, je pilote mon Super Cub à l'échelle un tiers lors de concours et je travaille de concert avec les Kawartha Flyers afin d'accueillir le concours Kawartha Classic Scale.

Je me trouve présentement à Lakeland (Floride) afin de me préparer au Top Gun (ma troisième participation) et je tente de monter de quelques positions au sein de la

catégorie Expert. D'autres Canadiens sont de la partie, cette année. Graeme Mears a construit un fabuleux T-33 en livrée des Thunderbirds; le Britannique Ali Machinchy le pilotera au sein de la catégorie Team (équipe). Blair Hopkins a construit un magnifique jet BAE Hawk que pilotera Sandro Novelli, de Bolton (Ontario) au sein de la catégorie Pro-Am Sport. Je vous livrerai d'autres détails dans une rubrique ultérieure.

En ce qui a trait aux activités du Comité, jusqu'à maintenant, je veux traiter de deux enjeux, mais il me fera plaisir de recevoir vos suggestions. Mon premier dossier, ce sera d'encourager la compétition de maquettes volantes. À ma connaissance, il n'y a qu'environ trois tels concours au Canada. Je suis persuadé que les règlements sont partiellement responsable de ce nombre restreint de rassemblements, puisque le MAAC traîne de la patte pour ce qui est des tendances actuelles.

Selon moi, un vol réaliste est aussi important -- et constitue autant un défi

-- que la qualité de la maquette. Tant le concours Scale Masters que l'A.M.A. américaine ont développé des catégories de copies volantes qui autorisent la compétition plus avancée à l'aide de maquettes que n'ont pas construites des modélistes, c'est-à-dire des maquettes presque prêtes à voler (les ARFs). Cette année, le concours Kawartha Classic Scale présentera une catégorie Advanced Open en espérant mousser les inscriptions. Vous trouverez les détails du concours au site Web du concours au www.kawarthaclassicscale.com.

En deuxième lieu, nous devons encourager la participation d'une équipe canadienne à l'un ou l'autre des championnats mondiaux. La prochaine occasion, ce sera en Espagne en 2014. La première étape consisterait à découvrir des modélistes qui ont la passion et qui sont prêts à s'engager là-dedans. Si vous êtes intéressé ou que vous connaissez quelqu'un que cette aventure intéresserait, veuillez m'en faire part. ✈

RC Scale Aerobatics



Isabel Deslauriers 9551
Chair
705-522-3550 lprevost_ca@yahoo.ca

It's not too late to try scale aerobatics this year! There are many ways to get a taste of it. Here are my top five ways to give scale aerobatics a try this summer or fall:

1. Start an informal scale aerobatics group at your club and try new manoeuvres as a group, just for fun. It's a great way to improve and build on your club's Wings program.
2. Run a mini-contest at your Fun Fly or you could have a foamie-only aerobatics contest.
3. Download the IMAC Basic level sequence and try it on your simulator or at the field. It's a great challenge. Pick one manoeuvre, practice it, and little by little, string the whole sequence together.
4. Attend a scale aerobatics event as a spectator. Talk to the pilots. If you want

to learn more about competitive scale aerobatics, offer to be a scribe at the contest (a judge's helper).

5. Enter your first scale aerobatics contest!

If you are interested in entering a contest, here are a couple of important things to know: you can enter the basic category with any plane – anything that can fly a loop and a roll is fine! Watch a few videos of the 2012 basic sequence online and practice it with a plane that you are comfortable with (it could be a trainer or foamie.) When you show up at your first contest, ask the contest director to find you a buddy to walk you through the motions of the first day. Sometimes, there is even someone assigned to help out the new contestants as a group throughout the weekend.

Where can you find help? You can find event schedules, sequences and videos on www.ScaleAerobaticsCanada.com. If you have questions about getting started or

need help, e-mail me at isabel.deslauriers@mail.mcgill.ca and I can hook you up with a local pilot or answer you myself.

July's manoeuvre of the month: The stall turn

How to fly a stall turn: make sure you are flying parallel to the runway, wings level to the ground. Go to full throttle and pull up to a vertical upline and draw a nice line for several seconds. Cut the throttle and just before the airplane comes to a stop, give maximum rudder (and a little shot of throttle if you want), to pivot vertically. Draw a nice downline and pull out to horizontal, wings level flight.

Competitive IMAC pilots would try to make the entry and the exit $\frac{1}{4}$ loops (the 'pulls') of similar radii, and would try to pivot the airframe as close to the centre of gravity as possible for top marks. ✈

Acrobatie de copies volantes



Isabel Deslauriers 9551
Présidente
705-522-3550 lprevost_ca@yahoo.ca

Il n'est pas trop tard pour essayer l'acrobatie de copies volantes cette année! Il y a plusieurs façons d'y goûter. Voici mes cinq meilleures techniques; à vous de les essayer cet été ou cet automne :

1. Lancez un groupe informel d'acrobatie de copies volantes à votre club et essayez de nouvelles manoeuvres en groupe, tout juste pour le plaisir. C'est une bien bonne façon d'améliorer vos réflexes et de capitaliser sur le programme Wings de votre club.
2. Organisez un mini-concours lors de votre Fun-fly ou organisez un concours d'acrobaties uniquement pour les foamies.
3. Téléchargez une séquence de base de l'IMAC et essayez-la sur votre simulateur ou au terrain. C'est un beau défi. Choisissez une manoeuvre et pratiquez-la et petit à petit, enchaînez la séquence au complet.
4. Participez à un rassemblement de copies volantes acrobatiques à titre de spectateur. Parlez aux pilotes. Si vous voulez en savoir plus long sur l'acrobatie

de compétition, offrez votre aide à titre de scribe pendant un concours (un aide de camp pour un juge).

5. Inscrivez-vous à votre premier concours de copies volantes!

Si l'inscription à un concours vous intéresse, voici quelques renseignements que vous devriez savoir : vous pouvez vous inscrire au sein de la catégorie Basic avec n'importe quel avion -- une maquette qui peut exécuter un looping et un tonneau, ça convient tout à fait! Visionnez quelques vidéos en ligne de la séquence de base 2012 et pratiquez-la avec un avion que vous connaissez bien (il peut s'agir d'une maquette servant à la formation ou un foamie). Lorsque vous vous présenterez à votre premier concours, demandez au directeur de concours de vous trouver un copain qui vous aidera à exécuter les séquences pendant la première journée. Parfois, quelqu'un a déjà été assigné afin d'aider le groupe de nouveaux concurrents tout au long de la fin de semaine.

Où pouvez-vous trouver de l'aide? Vous trouverez l'horaire des concours, les séquences à pratiquer et des vidéos sur www.ScaleAerobaticsCanada.com. Si vous avez des questions sur la façon de débiter au sein de notre discipline ou que

vous avez besoin d'aide, veuillez m'écrire au isabel.deslauriers@mail.mcgill.ca et je vous mettrai en contact avec un pilote local ou encore, je vous répondrai moi-même.

La manoeuvre du mois (juillet) : Le virage stall turn

Comment procéder : Assurez-vous que vous pilotez votre maquette parallèlement à la piste, les ailes à l'horizontale par rapport à la piste. Appliquez pleins gaz et tirez sur le manche afin que votre avion trace une ligne verticale et maintenez cette assiette de vol pendant plusieurs secondes. Coupez les gaz et juste avant que l'avion arrête de voler, appliquez une déflexion maximale au gouvernail (et un petit coups des gaz, si vous voulez) afin de faire pivoter votre maquette sur l'axe vertical. Dessinez une ligne imaginaire tout aussi droite vers le bas et reprenez l'assiette horizontale, les ailes parallèles à l'horizon.

Les concurrents de l'IMAC devraient tenter d'effectuer leur entrée et leur sortie avec un quart de looping (les pulls) d'un radius semblable et ils devraient tenter de faire pivoter la cellule aussi près du centre de gravité s'ils veulent tenter de décrocher le meilleur pointage. ✈

Simon Blake #20644
Chair
416-651-1352 simon.blake@sympatico.ca

Greetings all! Sorry about missing the last column. These deadlines always sneak up on me. And I'm afraid that's not the only thing I forgot. It appears that there are now only two people on the SAM committee – that being myself and Richard Barlow – thanks to my inattention to the MAAC by-laws.

I had always assumed that once you were appointed to a lofty position such as the SAM Committee, you were stuck with it for life. Apparently not. I guess everyone on the Committee has to be re-nominated every year at a zone meeting. So, I need to ask everyone who wants to be on the SAM Committee to let me know and I will go to the zone meeting in the fall with, hopefully, a list of names to nominate.

What's required, you ask? Just an interest in models designed Dec. 31, 1942 and prior. Is the workload going to be onerous? Actually, no. It's not like we have rules discussions or anything like that to worry about. Typically, I will contact committee members from time to time to find out what, if any SAM activity is happening in your area. And if there's nothing happening, I will probably ask what's going on in your workshop.

Sam Burke and Chuck Schooley here

in Ontario along with Bernard Guest and Craig Limber out in Calgary have been much appreciated regular contributors in the past. But the more the merrier, as they say, so please contact me by phone or e-mail at the numbers listed below if interested.

Phew! Now that we have the politics out of the way, let's get back to talking about model airplanes. By now, it's summer and hopefully, you've been able to get out and test those new creations.



All framed up and ready for covering, a Swoose emerged from the author's workbench over the winter. / Sa cellule mise à nu, le Swoose a surgi de l'atelier de l'auteur au cours de l'hiver et est fin prêt à être recouvert.

I received a nice letter from long-time modeller (and full-size pilot) Frank Gue in Edmonton. He was junior champ in Edmonton in 1942 flying all rubber – he couldn't afford a gas engine – using a Korda Wakefield in the fuselage class and then switching the wing and tail to a stick fuselage to compete in that class.

"The stick model flew the only out-of-

sight flight I ever had. I got a call from a farmer 20 miles away telling me the model was OK except the prop was broken. Of course it wasn't broken – it was a single-bladed folder," recalls Frank. He also flew a Zaic design to second place in glider.

Years later, Frank had the opportunity to talk model design with Carl Goldberg and Frank Zaic in Los Angeles in 1984. Carl wasn't feeling well at the time. As most people know, because his family wanted it made public as a warning to others, he would later be diagnosed with AIDS, which he picked up as a result of a blood transfusion. Carl was a huge hero of mine and I remember that time with great sadness.

On a more cheerful note, the SAM Champs are back in Muncie this year Sept. 9-14. I've included a picture of my latest world beater, a Class B Swoose that I built over the winter powered by an O&R .29 and hope to fly at Muncie.

I also hope to see some of you there. More info is available at www.antiquemodeler.org. The following weekend, the SAM 86 Great Grape Gathering takes place at Geneseo, N.Y. Sept. 21-23. Details are on the MAAC website www.maac.ca or by Google search. (Get your grandkids to do it!)

As usual, I can be reached at (416) 651-1352 or by e-mail at simon.blake@sympatico.ca. Happy flying! ✈

Simon Blake #20644
Président
416-651-1352 simon.blake@sympatico.ca

Bonjour, tout le monde! Je suis désolé d'avoir raté la chronique précédente. Ces échéanciers ont le don de me surprendre. Et j'ai bien peur que ce n'est pas la seule chose que j'aie oubliée. Il semble que seules deux personnes fassent partie du Comité de la Société des anciens modélistes (SAM) -- moi-même et Richard Barlow -- grâce à mon manque d'attention relativement aux statuts et règlements du MAAC.

J'ai toujours pensé qu'une fois qu'on vous nomme au sein d'un poste de haut calibre tel qu'au Comité du MAAC, vous y étiez à vie. Semble-t-il que non. Je crois que tout le monde au sein du Comité doit être nommé à nouveau, une fois l'an, lors d'une assemblée de zone. Je dois donc demander à tout le monde si quelqu'un veut faire partie du Comité SAM et qu'on m'en informe. De cette façon, je me présenterai à la réunion de zone avec une liste -- j'espère -- de personnes à nommer au sein du Comité.

Je vous entends me demander ce qu'il faut pour en faire partie. Simplement ex-

pliqué, un intérêt pour les maquettes qui ont été conçues avant le 31 décembre 1942. La charge de travail sera-t-elle importante? En fait, non. Nous n'entendons pas de discussions sur les règlements. Typiquement, je communiquerai occasionnellement avec les membres du Comité afin de savoir s'il se passe quelque chose dans l'univers du SAM dans votre région. S'il ne se passe rien, je vous demanderai probablement ce que vous construisez dans votre atelier.

Sam Burke et Chuck Schooley (ici en Ontario), Bernard Guest et Craig Limber

suite à la page 75

Website



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

Technology is constantly redefining the nature of our work, our communication options, as well as the relationships we have with each other and with organizations. People and organizations must operate in the present and be constantly preparing for the future -- not living in the past.

Personal computers, the internet, wireless communication networks, cell phones and a myriad of software programs have altered the business and communication landscape. MAAC must position itself so that it can shift gears and take advantage of every opportunity when it presents itself. To be perfectly honest with ourselves, we must admit that MAAC has been slow out of the gate in adopting the new technologies. This modus operandi is particularly odd, because the members are very quick to adopt the latest technology for their aircraft.

The website gang has been making slow but steady improvements to the administrative component of the membership services. There are many great and wonderful folks working hard to make it possible. One of the visions is to reduce the manual data entry at the office, which will in turn improve the speed and currency of the MAAC database. Automating the process will streamline our membership and club renewal processes and eliminate much of the handling of repetitive tasks and credit card payments.

The first major building block, (a new relational database) for creating a member-managed database, has been delivered. The office is currently testing the new system. The next step is to create new input screens for the members and a password system to connect the members to their data or profile. In the future, the members will not have to re-enter all their information every time they renew. They will use their password to view their existing profile and make the necessary changes. Changes can also be made by

the members anytime between renewal periods.

There are many elements to the new "MAAC Business Application". Each must be built in a sequential order. There are no leaping forward and missing steps. Each module or element is planned, built, tested and debugged before the building of next module begins. These projects have much in common to what one would see of an iceberg. The majority of the iceberg is under water, hidden from view. The member only sees the input screen.

Report generators are being currently designed for the office administration, for the Board of Directors, for the zones, and for the clubs. Who has access to which data is governed by a variety of privacy acts. It all sounds so simple in concept. The reality of the delivery is quite different. Make no mistake -- this is no pipe dream -- it is going to happen in the near future. ✈

Le site Web



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

La technologie redéfinit constamment la nature de notre travail, nos options de communication, de même que les rapports entre nous et les organismes. Les gens et les organismes doivent fonctionner au présent tout en se préparant pour l'avenir -- et non vivre au passé.

Les ordinateurs personnels, Internet, les réseaux de communication sans fil, les téléphones cellulaires et toute une collection de programmes informatiques ont changé à tout jamais le paysage des affaires et de la communication. Les MAAC doit se repositionner et profiter de chaque occasion qui passe. Si nous voulons être tout à fait francs, nous devons admettre que le MAAC a tardé à adopter cette nouvelle technologie. Ce modus operandi est étrange si l'on considère que les membres sont toujours très rapides à adopter la technologie de pointe pour leurs maquettes.

Le groupe du site Web progresse lentement mais sûrement relativement à la composante administrative des services aux membres. Plusieurs personnes talen-

tueuses travaillent très fort afin de rendre ces changements possibles. L'un des objectifs que nous avons, c'est de réduire l'entrée manuelle des données -- à la mitaine, diraient certains -- ce qui améliorera la vitesse et la mise à jour de la base de données du MAAC. Automatiser ce procédé nous permettra de mieux gérer le renouvellement du membres et des clubs en plus d'éliminer beaucoup de tâches répétitives et de paiements par carte de crédit.

Le premier bloc majeur de cette reconstruction (une nouvelle base de données) qui verra la création d'une base de données que les membres eux-mêmes pourront gérer, a déjà été livrée. Le bureau chef est présentement à faire l'essai de ce nouveau système. La prochaine étape sera de créer de nouveaux écrans de données pour les membres et de créer un système de mots de passe afin de brancher les membres à leurs propres données ou profil. À l'avenir, ces mêmes membres n'auront plus à entrer tous ces renseignements à chaque fois qu'ils renouvelent leur membership. Ils n'auront qu'à utiliser leur mot de passe afin de visionner leur profil actuel et à apporter les changements nécessaires. Les membres pourront

d'ailleurs apporter des changements à n'importe quel moment entre les périodes de renouvellement.

Le volet applications d'affaires du MAAC comporte plusieurs éléments. Chacun doit être construit en ordre séquentiel. On ne peut sauter d'étapes. Chaque module est planifié, monté, mis à l'essai et on doit en résoudre les problèmes avant que l'on puisse construire de toutes pièces le prochain module. Ces projets ressemblent beaucoup à un iceberg; on n'en voit que la pointe, alors que l'ensemble de sa masse se trouve sous l'eau. Le membre n'y verra qu'un écran à partir duquel il pourra entrer ses données.

Des générateurs de rapport sont présentement en cours de conception pour les besoins administratifs du bureau chef, pour le Conseil de direction, pour les zones et pour les clubs. Toutes sortes de lois sur l'accès à des renseignements privés régissent qui aura droit à quelles données. Le concept semble si simple. La réalité est très différente. Ne vous y trompez pas -- ce n'est pas une vision grâce à des lunettes roses -- tout cela se produira dans un avenir rapproché. ✈

Hobbyshops Canada

Your guide to local hobbyshops and
Canadian distributors and manufacturers



Aircraft Modelers Research
1175 Fréchette
Longueuil Québec
AMR-RC.com 450-677-4694

AIRTRONICS
GET THE ADVANTAGE

SALES • SERVICE • GREAT PRICES

905-986-4576

airtronicsinfo@porchlight.ca

Cellar Dweller Hobby Supply Ltd.
1560 Main St.
Winnipeg, MB 866-248-0352
cellardwellerhobby.com

Eliminator-RC Hobby Supply
120 Higgins Avenue
Winnipeg, MB 800-870-6346
www.e-rc.ca 204-947-2865

Hobby 2000
1095 St-Louis
Gatineau, Quebec 819-561-6888
Hobby2000Gatineau.com

Great Hobbies
171 Buchanan Drive 902-569-2088
Charlottetown, PE
5144 - 75th Street 780-466-3388
Edmonton, AB
140 Trainyards Drive 613-244-2701
Ottawa, ON
3035 Argentia Road, Unit 3 905-824-8228
Mississauga, ON
www.greathobbies.com 800-839-3262

Hobby Wholesale
6136 Gateway Blvd. NW 877-363-3648
Edmonton AB
hobbywholesale.com

PM Hobbycraft
2020J 32 Ave. NE.
Calgary, AB 403-291-2733
www.PMHobbycraft.ca 877-764-6229

IDEAL HOBBIES

Central Ontario's Radio Control Hobby Source

Radio Controlled
model aircraft, helicopters,
cars, boats, plastics, rockets,
die cast, kites and railroad

12 Commerce Park Drive, Barrie, ON
1-705-725-9965 1-705-725-6289
Phone Fax
1-800-799-2484
Toll Free Order Line

www.idealhobbies.com

INTEK HOBBIES

1-519-36-INTEK

WWW.INTEKHOBBIES.COM

679 10th Street, Hanover, ON N4N 1S1

LEADING EDGE HOBBIES

Hwy 401 699 Gardiners Rd
Hwy #2 Kingston, ON K7M 3Y4
Progress Ave. toll free 866-389-4878
www.leadingedgehobbies.com

We are at the corner
of Gardiners and Progress
Take exit 611 from Hwy 401

Visit Ontario's Largest
Full Line Hobby Store
For all Your Hobby Needs!

MODEL LAND LTD

Specializing in Radio Control

- Planes • Boats • Cars • Helicopters

Large stock of rockets and static models

3409A 26 Ave SW - Calgary AB - T3E 0N3
Phone: 403 249-1661 - Fax: 403 246-1260
Website: www.modelland.com
Email: info@modelland.com

Parker Model Ltd

Specializing in
electric airplanes and helicopters

Wholesale to hobby shops only

parkermodel@rogers.com
www.parkermodel.com

Suite 296, 701 Rossland Rd, E.,
Whitby, ON L1N 9K3

R/C WINGS HOBBY & WHEELS SUPPLIES

490 Route 325
Blockhouse,
Nova Scotia (902)624-9519

Secure on-line ordering
www.maac.rcwings.com

St-Jean Téléguidé

Division de Gestion Magnan Morrissette Inc.

Benoit Magnan
Carole Morrissette

450 347-9436
514 833-4093
bmagnan@sympatico.ca
Hangar 27, aéroport de Saint-Jean-sur-Richelieu, QC J3B 7B5

ZURICH

EXTREME GLARE SUNGLASSES

www.ajsalesandservice.ca
Email: sales@ajsalesandservice.ca
Ph: 905-567-6096

Hobby Shops Canada Ads

ONLY

\$200/year single
\$400/year double

Editor@ModelAviation.ca



Advertise in Model Aviation Canada

Get your message out to 11,000+ members!

With **COLOUR** now available on every page you can request placement where YOU want it.

Advertising is available for as low as \$125 per issue.

Full Page ads start from only \$700!

for more information contact:

Keith Morison 403-282-0837 or editor@ModelAviation.ca

1 pg
1/2 pg
1/3 pg
1/4 pg

6x	3x
\$700	\$925
\$360	\$490
\$235	\$310
\$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 trois (3) mois à l'avance. Le paiement pour l'enregistrement du club de l'année courante est requis pour faire publier les épreuves. Pour de plus amples informations, veuillez contacter le bureau.

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.oldwakefields.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

July 1 | Canada Day Fun Fly and Display | Air Show/Demo | 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 | 1 Day | Main Club Field | DIDSBUARY 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 | 2 Days | Main Club Field | MEDICINE HAT RC'ERS INC. | Al Kramer | 403-526 6431 | al@stsmh.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 | 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 | 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 field south of Coaldale. See the Windy West web site for directions and a map. Food and drink will be available | 2012-77

July 21 | Airdrie IMAC Contest | Competition | 2 Days | Main Club Field | AIRDRIE MODELERS AIRCRAFT SOCIETY | Dave Downs | ddowns99@telus.net | IMAC Aerobatic competition at the Airdrie Modellers Aircraft Society. Come on out for some scale aerobatic flying. Camping on site TBD...Entry Fee \$20 | 2012-370

July 21 | Heli Clinic / Fun Fly | Fun Fly | 1 Day | Main Club Field | David Johansen | 4037952527 | johansen.dave@gmail.com | General Heli Fun Flying Day. Having issues with your heli..... bring it out and lets help get it running and flying. Experienced pilots at site to help. Fixed wing aircraft still welcome to come fly too. | 2012-426

July 27 | Summer Float Fly | Fun Fly | 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

July 28 | CMPRA Q500/Q40 Annual Pylon Race | Competition | 2 Days | Main Club Field | CALGARY MINIATURE PYLON RACING ASSOCIATION | Randy Smith | 403-547-1068 | pylon.guy@shaw.ca | CMPRA (Calgary Miniature Pylon Racing Assoc) is hosting annual Q-500/Q-40 race for CPPRA points. Saturday Jul-28 is Q500, Sunday Jul-29 is Q40. \$50 entry fee per single event. Racing fuel & lunches provided. Prizes for 1,2,3 & fast time awarded. | 2012-366

August 10 | Tofield Miniature Aircraft Association Funfly | Fun Fly | 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@fountain-tire.com. Bruce Bender @ (780)473-3719 or bwbender@shaw.ca. | 2012-45

August 10 | 10 th Annual Fun Fly | Fun Fly | 3 Days | Main Club Field | VALLEY MODEL AERONAUTICS CLUB | Brian Tucker | 780-898-1870 | Valley Model Aeronautics Club 10th Annual Fun Fly - August 10, 11 & 12, 2012 - 10:00 am til dusk. Free admission - camping available (no hookups). Location - 11 Kilometers North of Drayton Valley on Highway #22 - on East side of Highway. Potluck supper on Saturday night. For more information please contact Ken @ 780-898-9195 (kmashon@telusplanet.net) or Brian Tucker @ 780-898-1870 | 2012-219

August 11 | SUMMER FLY IN | Fun Fly | 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 | Edmonton Radio Control Society Annual Air Show | Air Show/Demo | 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

Calendar of Events



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 | 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 | 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

August 18 | New Field Grand Opening & Fun Fly | Fun Fly | 1 day(s) | Main Club Field | CALGARY RADIO AEROMODELLERS SOCIETY | Alan Heikoop | 403-254-2923 | alanheikoop@hotmail.com | Grand opening and Fun-Fly August 18th 10:00 till it shuts itself down! Come and check out the new CRAMS field! Great site, wide open and flat with very generous runways! (over 800 feet N/S) Planes of all types and sizes welcome. (contact us if you have any questions, see www.crams.ca) Our BBQ will be going (nominal prices) and we will be accepting donations for the Boys & Girls Clubs of Calgary in lieu of any entry fee. *** If rained out we will try for Sunday, August the 19th | 2012-444

September 8 | Alberta IMAC Provincials | Competition | 2 Days | Main Club Field | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Brent Bullen | 4035409865 | bullenb@shaw.ca | Alberta IMAC Provincial Finals Hosted by the Stampede City Radio Control Model Club September 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 Pilo | 2012-283

September 8 | Fall Float Fly | Fun Fly | 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 | 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 | 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 | 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 | 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 | 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 | 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 MOF-FA 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 | 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 | 1 Day | Main Club Field | WINDY WEST R.C. CLUB | Jeff Hollan | 403-942-4281 | grass-roots.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 | 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

August 17 | Taber Annual Cornfest Fun Fly Weekend | Fun Fly | 3 Days | Main Club Field | David Johansen | 4037952527 | johansen.dave@gmail.com | Taber's Annual Fun Fly event weekend. This year marks Taber Night Hawk's 30th Anniversary. All former members are welcomed back, VIP section for Alumni. General fun flying, Public Airshow 1-3pm on Saturday. Informal Combat, raffle prize and pilot prizes. Lunch, Corn, snacks and drinks available on site. Family BBQ set for Saturday night at field. Camping available on site, (No Services) | 2012-427

October 21 | Annual A" Zone Meeting" | Display | 1 Day | CARFF Clubhouse | CENTRAL ALBERTA RADIO FUN FLYERS | Don McGowan, ZD | 780-963-4586 | zd-a@maac.ca | Annual Alberta/NWT Zone meeting will convene at the CARFF clubhouse at Red Deer, AB. All zone members are encouraged to attend. Those that cannot do so will be expected to provide proxies in order to ensure that Zone business can be conducted. A number of door prizes will be available to be won to increase the fun level at the meeting. This is your chance to discuss issues you feel are important to our membership. Give your ZD, Don McGowan a call if there is something you wish to have added to the meeting agenda, especially any changes requiring resolutions or recommendations as such things should be prepared in advance. The election of 'A' Zone Director will once again be done. The successful candidate will serve a two year term. Don McGowan will stand for re-election. | 2012-406

November 4 | Indoor Funfly | Fun Fly | 1 Day | Penhold Multiplex | CENTRAL ALBERTA RADIO FUN FLYERS | Eraldo Pomare | As Above | pomare@telusplanet.net | Come out and enjoy a Suda afternoon of indoor fun flying | 2012-308

Calendar of Events



November 18 | Indoor Fun Fly | Fun Fly | 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. | 2012-309

December 9 | Indoor Fun Fly | Fun Fly | 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 | 1 Day | Main Club Field | ROCKY BARNSTORMERS R/C CLUB | Peter Dyck | 403-845-6271 | pwydyck@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 | 2013-03

January 13 | Indoor Fun Fly | Fun Fly | 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. | 2013-4

January 27 | Indoor Fun Fly | Fun Fly | 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 | 2013-5

February 10 | Indoor Fun Fly | Fun Fly | 1 Day | Penhold Multi Plex | CENTRAL ALBERTA RADIO FUN FLYERS | Wayne Hutmacher | 403-342-2801 | whutmacher@shaw.ca | Come out and enjoy an Sunday afternoon of indoor flying. | 2013-10

February 24 | Indoor Fun Fly | Fun Fly | 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 | 2013-6

February 24 | Indoor Fun Fly | Fun Fly | 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 | 2013-7

March 11 | Indoor Fun Fly | Fun Fly | 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 | 2013-8

March 24 | Indoor Fun Fly | Fun Fly | 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. | 2013-9

July 7 | 5th Annual Atlantic Scale Aerobatics Challenge | Competition | 2 Days | Main Club Field | MINIATURE AIRCRAFT SOCIETY OF TRURO | Mark Ramsay | 506 750 1234 | 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 | 1 Day | Main Club Field | SOUTH SHORE RADIO CONTROL FLYING CLUB | Andreas Ritter | (902) 275-2286 | aritter@eastlink.ca | South Shore RC Flying Club Annual Fun Fly. 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 14 | HILLSBOROUGH DAYS | Fun Fly | 1 day(s) | Main Club Field | THE RIVERSIDE MODELLING ASSOCIATION | TOM WILSON | 506 855 6863 | tomnjoan@nb.sympatico.ca | Come one Come all and enjoy a relaxed day of flying while enjoying our towns Hillsborough days. | 2012-433

July 28 | Avon RC Flyer's Funfly | Fun Fly | 1 Day | Main Club Field | AVON RC FLYER'S | Bruce Hall | 902-225-3981 | 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 | 1 Day | Main Club Field | CHARLOTTE-TOWN RC FLYING CLUB, INC. | Gary Stephen | 902-569-4499 | 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 calendars. | 2012-233

August 18 | Helis East | Fun Fly | 1 Day | Main Club Field | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Jeremy Dann | 902-678-9657 | 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 | 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 | 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 à l'Aéroport Municipal d'Edmundston, un endroit de rêve pour une rencontre entre modélistes, Avions Jets, Hélicoptères tous sont les bienvenus. Vol libre le vendredi 24, Fun-Fly ouvert au publique les 25-26, cantine, hangar pour la nuit (avec 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 et les magnifiques Jardins Botaniques du Nouveau Brunswick www.jardinbotaniqueqb.com L'aéroport est situé a la frontière Québec/Nouveau Brunswick sur l'autoroute #2 (Trans-Canadienne) Pour information : Paul Belzile 506 739-5894 paulbelzile@rogers.com ou Luc Belanger 506-735-6884 lucbelanger59@hotmail.ca 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 and New Brunswick Botanical Gardens www.jardinbotaniqueqb.com. The airport is located on the Trans-Canada highway #2 at the Quebec/New Brunswick border. For more information Paul Belzile 506 739-5894 paulbelzile@rogers.com or Luc Belanger 506-735-6884 lucbelanger59@hotmail.ca or www.lesaillesdumadawaska.com . | 2012-321

August 25 | Quidi Vidi Float Fly | Fun Fly | 1 Day | Quidi Vidi Lake | ST JOHN'S R/C FLYERS | Dave Mercer | 7097222419 | 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

ATLANTIC - B

Calendar of Events



August 25 | Earl Inkpen Memorial Fun Fly | Fun Fly | 1 Day | Porters Lake Airport / Porters Lake, NS | HALIFAX ELECTRIC FLYERS | Andrew Curran | Home (902) 404-7763 - Work (902) 490-5847 | currana@halifax.ca | EARL INKPEN MEMORIAL FUN FLY at Porters Lake Airport, Nova Scotia The Halifax Electric Flyers Association is proud to host our annual HEFA fun fly event, this year, named after EARL INKPEN, an avid RC pilot who passed away in April. The fun fly will take place on Saturday, August 25, with Sunday August 26 as the rain date. The fun will commence at 9:30 AM, with a BBQ at noon. Your admission ticket includes a hotdog or hamburger with a drink and chips. Gas/Glow and Electric Models of all sizes are welcomed for this event. The beautiful full size airstrip is 2400' long, has a grass surface intended for full-size aircraft, with a newly added section of hard packed sand which will accommodate wheels of all sizes. Some of the fun will include an off-the-rails high-speed Parkzone Stryker run. Other events for the day are spot landings, climb-and-glide, hovering, and maybe even the dreaded, but oh so sweet limbo contest. Stay in tune by checking our website for up-to-date information. www.halifaxelectric-flyers.com Bring plenty of bug repellent, sun screen, plus your sun glasses and a chair. This promises to be a day of fun flying! ADMISSION: \$5 if RSVP at least 1 week in advance. \$7 at the door if less than one week notice, or no RSVP. Want to camp in Porters Lake? <http://www.novascotiaparks.ca/parks/porters.asp> For more information, contact Andrew Curran at currana@halifax.ca or call (902) 490-5847. | 2012-404

September 1 | Scale Aerobatics Contest | Competition | 1 Day | Main Club Field | AVON RC FLYER'S | Alan Coolen | 902-852-2645 | 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 at 8 am. Registration fees will be 5\$ to help cover costs. For more info contact Alan Coolen email coolen@eastlink.ca or Sandy McInnis email s.mcinnis@ns.sympatico.ca | 2012-204

September 8 | ANNUAL CORN BOIL | Fun Fly | 1 day(s) | Main Club Field | THE RIVER-SIDE MODELLING ASSOCIATION | TOM WILSON | 506 855 6863 | tomnjoan@nb.sympatico.ca | Come join us for the annual end of summer corn boil. Lots of good corn on the cob, flying and fun. | 2012-434 September 23 | Atlantic Zone Meeting | Immaculate Conception Church | Regis Landry | ZD-B@MAAC.ca | The 2012 AZM for the Atlantic Zone will be held at the Immaculate Conception Church, 699 Prince St, Truro NS starting at 2:00 PM. 2012-434

September 23 | Annual Zone Meeting | Immaculate Conception Church, 699 Prince St, Truro N.S. | Regis Landry | 506-727-5225 | zd-b@maac.ca | Zone Meeting starts at 2:00 PM.

October 6 | Oktoberfest fun fly | Fun Fly | 1 Day | Main Club Field | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Daniel Spencer | 602-678-5686 | 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 season. 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

July 7 | First Person View seminar | Display | 1 day(s) | Main Club Field | KAMLOOPS MODEL AIRPLANE SOCIETY | Mark Betuzzi | 250-374-3683 | mebetuzzi@shaw.ca | There will be a First Person View (F.P.V.) seminar at the Kamloops Model Airplane Society field. Find out the equipment needed to fly F.P.V. | 2012-445

July 8 | ALES (Altitude Limited Electric Soaring) | Competition | 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 | 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 commmeraderie. | 2012-47

July 20 | British Columbia Scale Classic | Competition | 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 Baron-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 | 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 | 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 | 2 Days | Main Club Field | KELOWNA OGOP-OGO 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: canuck-helifreak@gmail.com as well for more info! Hope to see you there! | 2012-104

August 11 | High Country Big Bird | Fun Fly | 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 | 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. | 2012-337

August 19 | SLAM All-Club Invitational | Fun Fly | 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

Calendar of Events



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 lawnchair, your hat and of course, an airplane or two!! | 2012-122

August 19 | Cam Reiss Memorial Float Fly | Fun Fly | 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 | 2 Days | Main Club Field | KELOWNA OGOPOGO RADIO CONTROLLERS | Rick Dawdy | 250-765-2341 | rsdawdy@telus.net | Kelowna Ogoopogo 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 | 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. Contact Lester at 250-540-4185 or by email lestershobbies@telus.net | 2012-116

September 4 | Fall Classic Float Fly | Fun Fly | 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 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). High-lights 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. Super September weather is promised, but not guaranteed. Further information is available from Event Director Doug MacMillan 250-804-0962 or aeronut@telus.net. | 2012-123

September 9 | ALES (Altitude Limited Electric Soaring) | Competition | 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. | 2012-338

September 19 | Gerard McHale Memorial Jet Meet | Fun Fly | 5 Days | Main Club Field | PRINCETON R/C JET FLYERS | Bart Ramsay | (778) 999-2694 | 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 foamies 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 | 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. | 2012-339

MANITOBA NW ONTARIO - D

July 7 | Dryden Fun Fly 2012 | Fun Fly | 2 Days | Main Club Field | PATRICIA REGION AEROMODELERS INC. | Bill Brisson | 807 937 5638 | 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 | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | 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 | 2012-210

July 21 | R.R. I FUN FLY | Fun Fly | 1 Day | Main Club Field | RAINY RIVER INTERNATIONALS | William Hagarty | 807-852-3251 | 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. Our web site is 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 | 2 Days | Main Club Field | LAKEHEAD AEROMODELLERS | Kenneth McMillan | kenmc@tbaytel.net | Lakehead Aeromodellers annual Fun Fly July 28th and 29th. Welcome to all MAAC and AMA member. | 2012-294

July 29 | 2 Meter RC Sailplane | Competition | 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 | 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/ 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

Calendar of Events



August 17 | Gimli Model Fest 2012 | Fun Fly | 3 Days | Main Club Field | MANITOBA/NORTHWESTERN ONTARIO ZONE | Jeff Esslinger | 204-895-2615 | www.gimlimodelfest.com BE There! | 2012-84

August 26 | ALES | Competition | 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 | 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 8 | Annual Boulevard Lake Float Fly | Fun Fly | 2 Days | Float Fly Boulevard Lake | LAKEHEAD AEROMODELERS | Trevor Brasch | 807-766-9662 | tbrasch@tbaytel.net | Once again it is my privilege to present the Lakehead Aeromodelers Annual Boulevard Lake Float Fly. Event is at scenic Boulevard Lake, Thunder Bay. This is one of the clubs

most exciting and popular events of the year. We have participants, spectators and their families from all over Northwestern Ontario, Manitoba and beyond! The location is right on the Trans Canada Trail and the event gets lots of public attention. All water based or amphibious model aircraft are welcome on any aircraft RC band. Pilots are welcome to take off for free, but we are going to charge you to 'splash down'; a one time \$5.00 fee. Please be sure to bring current proof of MAAC or AMA membership. There is sure to be many exciting pilot's draws, public prizes and sponsorship prizes available. Food and Bevies available all day. | 2012-400

September 9 | RE Fly | Competition | 1 Day | Main Club Field | MAAC MEN | Barrie Taylor | 204-791-6955 | ezb@mts.net | MAAC Men Re-Fly 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 | 2 Days | Lake of the Woods airfield | Lake of the Woods Aero Modelers | Ron Pettigrew | (807) 548-5643 | repettigrew@bell.net | You and your family are invited to two days of flying and great fun on September 15 & 16, 2012 at the Lake of the Woods Aero Modelers airfield in Kenora. Other visitors at the airfield might include moose, deer, bald eagles and bunny rabbits. Human spectators are very welcome. Bring lawn chairs. Also bring many combat aircraft because the competition is ruthless. There is a food concession on site. Directions: see map on MAAC website under Lake of the Woods Aero Modelers. Contact Ron Pettigrew 693 Carlton Road Knora, On P9N 0B8 tel: (807) 548-5643 or repettigrew@bell.net | Mar-12

October 14 | Brass Monkey | Competition | 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

October 20 | Zone D Annual Zone Meeting | Western Turbo and Fuel Injection | The Manitoba and Northwestern Ontario Zone Meeting will be held at Western Turbo at 325 Eagle Drive, Winnipeg, MB, starting at 1 PM.

June 1, 2013 | Rabbit Lake Float Fly | Fun Fly | 2 Days | Main Club Field | LAKE OF THE WOODS AEROMODELERS | Ron Pettigrew | 807-548-5643 | 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 | 2013-01

September 14, 2013 | End of summer rendezvous | Fun Fly | 2 Days | Main Club Field | LAKE OF THE WOODS AEROMODELERS | Ron Pettigrew | 807-548-5643 | repettigrew@bell.net | You and your family are invited to two days of flying and great fun on September 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. There is a food concession on site. Directions - see map on MAAC Website under Lake of the Woods Aero Modelers | 2013-03

MIDDLE - E

July 7 | Flying Tigers Scale Aerobatic Encounter 2012 | Competition | 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



**Serving Modellers
since 1972**

**CELLAR DWELLER
HOBBY SUPPLY LTD.**

1560 Main St. Winnipeg, Manitoba R2W 3W4

- Over 100 years of combined modelling experience
- Full-line hobby shop
- Winnipeg's modelling experts for over 30 years

CHECK OUT SOME OF THE NEW AND EXCITING PRODUCTS COMING OUT THIS SUMMER!!




**BLADE CP RTF ELECTRIC
MICRO HELICOPTER**



**CCPM AND COLLECTIVE HEAD COMPLETELY READY TO FLY
TOLL-FREE ORDER LINE**

1-866-248-0352

(204) 589-2037

www.CellarDwellerHobby.com

Calendar of Events



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 | 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



43rd Annual Scale Model Air Rally

September 8 & 9, 2012

Waterloo Rod & Gun Complex

Near St. Jacobs Ontario

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



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

For more information visit
www.kwflingdutchmen.com

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 | 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 until dusk both days. The field boasts a 300x30ft paved runway surrounded by well maintained grass if you prefer 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 washrooms plus a club hut with electrical power. Pilot prizes, Raffles and 50/50 all week end. There will be Vendors on site plus Sky-craft hobbies just a ten minute drive from the field. For further details please see www.brcm.org. | 2012-58

July 21 | Garth Mitchell Memorial Float Fly " " | Fun Fly | 2 Days | Chippawa Creek Conservation Area near Wellandport. | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905 227 2545 | 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> for more information. Visit our Club web site < www.nrmfc.ca/float-flys.html > for directions | 2012-134

July 22 | Annual Fun Fly | Fun Fly | 1 Day | Main Club Field | CAMBRIDGE MODEL AERO CLUB INC | Bill Woodward | 519 653 4251 | 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 9 | ALES Contest #5 | Competition | 1 Day | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Bob Hammett | 519-759-1939 | the_hammetts@rogers.com | On Thursday August 9, 2012 the Southern Ontario Glider Group Inc. will host an open class Altitude Limited Electric Sailplane (ALES)contest. Pilot registration starts at 9:30 AM. Proof of MAAC membership is required. Flying begins at 10 AM and as many rounds as weather per-

mits will be flown. There will be no entry fee, but coveted Attaboys (or Attagir's, as appropriate) will be awarded to 3rd place. Visiting pilots are advised to contact CD Bob Hammett (519-759-1939, the_hammetts@rogers.com) for last-minute updates and for driving directions to our new field. Pilots from other clubs are always welcome. | 2012-396

August 11 | Rose City Model Flyers Annual Fun-Fly | Fun Fly | 1 Day | Main Club Field | ROSE CITY MODEL FLYERS INC. | Bob Gunter | 905-892-3427 | 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 | 1 Day | Main Club Field | HESPELER MODEL AVIATORS INC | Alan Biggerstaff | 519-265-0665 | 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 Hesperler 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 | 1 Day | Main Club Field | STONEY CREEK HAWKS | John Sciranka | 905-318-9114 | 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 GPS is N 43 10 47 / W 79 39 37. Sorry, no camping. Contact John Sciranka at 905-318-9114, or jrs11@shaw.ca. | 2012-342

August 25 | RCMF Vintage Fun-Fly | Fun Fly | 1 Day | Main Club Field | ROSE CITY MODEL FLYERS INC. | Bob Gunter | 905-892-3427 | 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 | 2012-165

August 25 | HMA Corn Roast | Fun Fly | 1 Day | Main Club Field | HESPELER MODEL AVIATORS INC | Alan Biggerstaff | 519-265-0665 | 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. Every-

Calendar of Events



one invited | 2012-274

August 25 | AEROTOW Springvale Closer | Fun Fly | 2 day(s) | Main Club Field | CANADIAN MODEL AEROTOW SOCIETY | Dick Colley | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Closer. CMAS (Canadian Model Aerotow Society) hosts the Season Closer Aerotow at Springvale on August 25th & 26th, 2012. Sailplanes (Scale and non-Scale with aileron control) to 6 meters will be hauled skyward by the tugs available. Spectators are welcome. Drop by and chat or even volunteer to act as a spotter for a sailplane pilot. MAAC or AMA Membership is required. Landing fee is \$5.00 per day. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from Friday evening. This is a CMAS Medal Program event. Pilots Meeting at 9:30am each day. CD: Dick Colley 905-296-4027 or email <colleydogge@execulink.com> | 2012-440

August 26 | SOGGI ALES Contest #6 | Competition | 1 Day | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Andy Meysner | 905 279 0173 | meysner@sympatico.ca | SOGGI 2012 ALES Contest #6 On Sunday August 26, 2012 the Southern Ontario Glider Group Inc. will host an open class Altitude Limited Electric Sailplane (ALES) contest. Pilot registration starts at 9:30 AM. Proof of MAAC membership is required. Flying begins at 10 AM and as many rounds as weather permits will be flown. There is no entry fee. This thermal duration with precision landing contest is open to all MAAC or AMA sailplane pilots, and to any electric R/C sailplane with an altitude/launch duration limiting device. The contest will conform to the ALES League rules ... see <http://ales-league.org/alesleaguerules.pdf> Visiting pilots please contact CD Andy Meysner 905 279 0173, meysner@sympatico.ca for further information and for driving directions to our field near Binbrook, Ontario. Pilots from other clubs are of course welcome. | 2012-411

September 8 | K-W FLYING DUTCHMEN Annual Scale Rally | Air Show/Demo | 2 Days | Main Club Field | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Mike Fritz | scale@kwflyingdutchmen.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 Sun-

day 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 kwflying-dutchmen.com | 2012-289

September 9 | AUTUMN STUNT C/L | Competition | 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 13 | LSF Contest #5 | Competition | 1 Day | Main Club Field | SOUTHERN ONTARIO GLIDER GROUP | Bob Hammett | 519-759-1939 | the_hammetts@rogers.com | On Thursday September 13, 2012 the Southern Ontario Glider Group Inc. will host an open class R/C Sailplane contest. Pilot registration starts at 9:30 AM. Proof of MAAC membership is required. Flying begins at 10 AM and as many rounds as weather permits will be flown. There will be no entry fee, but coveted Attaboys (or Attagir!s, as appropriate) will be awarded to 3rd place. Visiting pilots are advised to contact CD Bob Hammett (519-759-1939, the_hammetts@rogers.com) for last-minute updates and for driving directions to our new field. Extra winches and Pilots from other clubs are always welcome. | 2012-395

September 15 | Last Float Fly "" | Fun Fly | 1 Day | Chippawa Creek Conservation Area near Wellandport | NIAGARA REGION MODEL FLYING CLUB INC. | John Snowdon | 905 227 4525 | 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> for more information. Visit our Club web site <www.nrmfc.ca/float-flys.html> for directions. | 2012-132

September 22 | Royland Aerotow Season Closer | Fun Fly | 2 Days | Main Club Field | ROYLAND GLIDER FLYERS | Jim Donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Aerotow Season Closer Sept. 22-23 6641 First Line, West Garafraxa 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 con-

ditions 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 | 2012-298

NORTHERN - F

July 7 | Cambrian RC Flyers Fun Fly | Fun Fly | 1 Day | Main Club Field | CAMBRIAN 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 21 | TARMAC Fun Fly | Fun Fly | 1 Day | Main Club Field | TEMISKAMING & REGION MINIATURE AIRCRAFT CLUB | Terry Smerdon | 705-647-6225 | smerdon@ntl.sympatico.ca | The Temiskaming and Region Model Airplane Club (TARMAC) is hosting their annual Fun Fly at the TARMAC field in Tomstown Ontario, on July 21st, 2012 starting at 9am. A swap table will be provided. Contact Terry Smerdon @ 705-647-6225 or smerdon@ntl.sympatico.ca | 2012-390

July 28 | 2012 Northern Ontario Zone Fun Fly | Fun Fly | 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 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 | 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

Calendar of Events



. Lunch and refreshments will be available . Prizes and draws. Current MAAC membership is required Directions to Cranberry Field â€œ Travel to North Bay on Highway 11 â€œ Exit Highway 11, south of North Bay (Exit 338), onto Highway 11B â€œ 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) â€œ 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 4 | Northern Ontario IMAC Challenge | Competition | 2 Days | Main Club Field | Lee Prevost | 705 5223550 | lprevost_ca@yahoo.ca | Welcome once again to the eighth annual Northern Ontario IMAC Challenge ...the famous NOIC! All IMAC classes, trophies to third place and Freestyle too. As usual dinner on Saturday to be announced, and lots of sponsors and prizes. We are sending out a special invite to new pilots in Basic and will have special prizes for all those trying this for the first time...lots of help and lots of fun!!! More info to come and check out RC Canada for more details in the Scale Aerobatics Forum. See you there! | 2012-428

August 11 | Nipmac Annual Fun Fly | Fun Fly | 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 | 2012-363

August 18 | SMAC FUN FLY | Fun Fly | 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 or contact Bill Whitehouse 705 560-1477 or e-mail willwhit@vianet.ca | 2012-352

August 4 | Northern Ontario IMAC Challenge | Competition | 2 day(s) | Main Club Field | GREAT WHITE NORTH R.C. FLYERS | Lee Prevost | 705 5223550 | lprevost_ca@yahoo.ca | Welcome once again to the eighth annual Northern Ontario IMAC Challenge ...the famous NOIC! All IMAC classes, trophies to third place and Freestyle too. As usual dinner on Saturday to be announced, and lots of sponsors and prizes. We are sending out a special invite to new pilots in Basic and will have special prizes for all those trying this for the first time...lots of help and lots of fun!!! More info to come and check out RC Canada for more details in the Scale Aerobatics Forum. See you there! | 2012-428

October 20 | Northern Zone Annual Zone Meeting | Trevi Tavern | The Annual ZOne Meeting will be held at the Trevi Tavern in Sudbury, ON starting at 1:30. Doors open at 11 am with

lunch available. Door Prizes will be drawn.

OTTAWA VALLEY - G

July 7 | Warbird Invitational Open Class | Fun Fly | 2 Days | Main Club Field | OTTAWA R/C CLUB | Paul Bradbeer | 613-601-3615 | 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 fixings 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 | 2 Days | Main Club Field | CORNWALL AEROMODELLERS | Roger Bélanger | (613) 931-9524 | 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.peneloperc.com/> | 2012-196

July 15 | ALES - Altitude Limited Electric Soaring | Competition | 1 Day | Main Club Field | RIDEAU RC FLYERS | Mike Anderson | 6132585817 | 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 | 2 Days | Main Club Field | STETSON FLYERS | Isabel Deslauriers | 514-636-8150 | 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 and visit the IMAC Canada website at www.peneloperc.com | 2012-65

July 29 | Rideau Flyer Pond Fun Fly | Fun Fly | 1 Day | Main Club Field | RIDEAU RC FLYERS | Doug Culham | 613-692-8260 | 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 | 2

Days | Smiths Falls Airport | OTTAWA VALLEY ZONE | Claude Melbourne | 613-802-5000 | 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 or call Claude Melbourne @ 613-802-500 or Chris Malcomson @ 613-283-5724 | 2012-71

August 11 | Annual Fun Fly | Fun Fly | 1 Day | Main Club Field | CORNWALL AEROMODELLERS | Roger Bélanger | (613) 931-9524 | 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 | 2 Days | Main Club Field | KINGSTON R/C MODELLERS | Dave Penchuk | 613-795-6076 | 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" wing-span 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 or Rolly Siemonsen, home (613) 389-3631, cell (613) 572-3631 Email: rollys@cogeco.ca Directions: <http://www.krcm.org/map.pdf> Website: <http://www.giantscalecanada.com> | 2012-154

August 24 | IMAC Nats 2012 | Competition | 3 Days | Main Club Field | ARNPRIOR RADIO CONTROL CLUB | Dave Hammond | 6132034427 | dhammond@hotmail.com | Scale Aerobatics Nationals in Arnprior (<http://arccclub.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.scaleaerobaticsCanada.com or email Dave Hammond dhammond57@hotmail.com Canteen will be available on-site. Limited camping available and no hook-ups. Everyone and

Calendar of Events



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 | 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 | 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

September 29 | Brighton RC Hawks Applefest Fun Fly | Fun Fly | 1 Day | Main Club Field | BRIGHTON R/C HAWKS | Dave Lindsey | 613-475-0108 | yardbird1@sympatico.ca | Sept. 29, 2012 Rain Date Sept. 30, 2012 Brighton RC Hawks Applefest Fun Fly Everyone Welcome! No Landing Fees | 2012-384

October 6 | Fall Fun Fly | Fun Fly | 1 Day | Main Club Field | OTTAWA R/C CLUB | Adrian Poplawski | 613-798-1201 | katesh@roggers.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

July 8 | Mission Wings Heli Fun Fly | Fun Fly | 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 hexacop-

ters 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, 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 | 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 | 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 over-nighters. | 2012-150

July 28 | 2012 Pattern in the Valley | Competition | 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/patternwest-news/>) 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 BBQ,s 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 | 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 | 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 - CFA 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 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 | 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 prizes 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 | 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 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 | 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

Calendar of Events



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@telus.net | 2012-288

August 25 | 5th Annual Kamikaze Independent Fun Fly | Fun Fly | 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 year 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 | 2012-53

September 2 | Fraser Valley RC flyers Heli Fun Fly | Fun Fly | 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 fvrvc.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 | 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 'combat graffiti' on the 'flying lines' website. HTTP://FLYINGLINES.ORG.KB.GRAFFITI.HTML | 2012-355

September 8 | BC Precision Aerobatics Championships | Competition | 2 Days | Main Club Field | VICTORIA RADIO CONTROL MOD-

ELERS | 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

October 28 | BC Coastal Zone Meeting | The BC Coastal Zone (H) Annual Zone Meeting "AZM" - "SWAP MEET" will be held at Beban Park - Beban Social Centre, Rooms 1-2, 2300 Bowen Road in Nanaimo B.C. on October 28, 2012 at 12:00 Noon - Registration starting at 11:00 AM. Swap Meet details are: Setup starts at 9:00 AM with on the fly wheeling and dealing. The Swap Meet will stop at 11:50 and then continue after the completion of the Annual Zone Meeting, and end 4:00 PM.

QUEBEC - I

July 7 | Funfly Provincial du Teleguide | Fun Fly | 2 Days | Aeroport Regional Andre-Fortin Victoriaville | CLUB MODELISTES SOL AIR BOIS FRANCS | Roch Simard | 819-260-1706 | roch.simard@videotron.ca | Le Club Modelistes Sol-Air de Victoriaville organize son fun fly d'ete a l'Aeroport Andre-Fortin de Victoriaville les 7 et 8 juillet 2012. Comme par le passe, l'entree est gratuite pour tous. Un souper sera servi le samedi soir. nous prendrons les reservations le samedi a l'inscription des pilotes. Possibilite de camping sauvage sur place. Bienvenue a tous. Pour information contactez Roch Simard au 819-260-1706 ou par courriel roch.simard@videotron.ca. | 2012-30

July 7 | Festival Provincial | Fun Fly | 2 Days | Main Club Field | CLUB MODELISTES SOL AIR BOIS FRANCS | Roch Simard | 819-260-1706 | roch.simard@videotron.ca | Le Club Modelistes Sol-Air de Victoriaville invite tous les Pilotes a venir pour le Festival Provincial qui aura lieu a l'Aeroport Andre-Fortin de Victoriaville les 7 et 8 juillet 2012, entree gratuite, souper du samedi soir, michouli reservation le samedi a l'inscription. Nous Vous attendons. Pour l'information contactez Roch Simard au courriel roch.simard@videotron.ca | 2012-420

August 18 | Fun Fly 2012 | Fun Fly | 2 Days | Aeroport de St-Honoré de Chicoutimi | CLUB AEROMODELISME SAGUENAY INC | Rog-er Martel | 418-673-4462 | faro1@videotron.ca | Le Club Aéromodélisme Saguenay Inc, invite cordialement tous les pilotes à participer, à son Fun Fly d'avions et d'hélicoptères téléguidés, 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. | 2012-260

September 1 | Funfly annuel de la Fête du Travail | Fun Fly | 2 Days | Main Club Field | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | André Pépin | 418-225-4947 | andepin87@hotmail.com | 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 Beauve. 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. | 2012-313

October 21 | Annual Zone Meeting | Four Points Hotel, Levis, Quebec | Rodger Williams | 418-650-3150 | zd-i@maac.ca

ST. LAWRENCE - J

July 1 | Canada Day Static Display | Display | 1 Day | Pierre Elliot Trudeau Park; Cote St Luc | steve woloz | as above | zd-j@maac.ca | Canada Day Celebration in Cote St Luc Pierre Elliot Trudeau Park Event will include static and dynamic display of electric, nitro; gas and jet turbine planes | 2012-431

July 20 | 2012 Aerotow in Lacolle QC | Fun Fly | 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 Plouffe | dplouffe@bell.net | Len Buffinton | lbuff1@comcast.net | 2012-205

Calendar of Events



August 4 | Festival Aérien | Fun Fly | 2 Days | Main Club Field | CLUB AEROMODELES ASBESTOS | Serge Auger | 819 878-3253 | aubou123@videotron.ca | Le Club Aéro-modèles Asbestos organise son festival aérien les 4 et 5 août. Un service de restauration sera sur place durant la journée. Vous pouvez camper sur place mais sans service. 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 combat électriques. Pour indication routière, consulter notre site internet: <http://www.clubaeromodelesasbestos.com> Pour information s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2012-85

August 11 | 50 eme anniversaire / 50th anniversary | Fun Fly | 2 Days | Main Club Field | M.A.R.S INC. | Normand Ouellette | 800 898 2292 | normand@clubtransportfob.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 à ça se fête! Venez vous joindre à nous et célébrer 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 rencontrer vos amis. Normand Ouellette Club MARS | 2012-291

September 8 | Fun Fly 2012 | Fun Fly | 2 Days | Main Club Field | AIR CALM INC. | Claude Mathieu | claudemathieu@videtron.ca | Vous êtes cordialement invités à participer à notre Fun-Fly annuel les 8 et 9 septembre 2012. L'entrée est gratuite. Possibilité de camping sauvage pour tente et roulotte. Il est possible d'arriver le vendredi. Consulter notre site internet: clubaircalm.org pour les indications routières. Bienvenue à tous. | 2012-344

SASKATCHEWAN - K

July 14 | Saskatchewan Provincial Fun Fly | Fun Fly | 2 Days | Main Club Field | HUB CITY RADIO CONTROL CLUB INC | Lyle Mudd | 306-384-7916 | lylemudd@shaw.ca | Saskatchewan's Provincial 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 Saturday, so bring your good 'stuff' and some extra money for someone else's good 'stuff'. | 2012-70

July 21 | Regina Windy Flyers Fun Fly | Fun Fly | 1 Day | Main Club Field | REGINA WINDY FLYERS INC. | Darryl Erbach | 306-586-8288 | Funfly event being held at our field (please see our website address for directions) <http://nonprofits.accesscomm.ca/reginaflyers/findus.html> When July 21, 2012 RAINOUT DATE JULY 22, 2012 Flying will be from 10am until whenever Small concession will be available between 12pm-1:30pm. BBQ will be available if anybody wants to bring their own food to cook. Please bring your own lawnchairs and beverage of choice for the evening bonfire/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

July 28 | Warbirds Over The West | Fun Fly | 2 Days | Main Club Field | SWIFT WINGS RC FLYING CLUB INC | Cory Dyck | 306 773 4025 | cgd69@hotmail.com | This two day event is focused on Warbirds of all types and sizes, past or present. Mono Wing, Biplane, Jets, Helicopters that are known to have served in the military at one time or another. Can include A.R.F. or Scratch built aircraft bring 'em, fly 'em and show'm off. There will be small awards for different classes, bring documentation of your bird it might influence the judges. Basic idea is to enjoy yourself. All pilots must show MAAC Card. All aircraft will be inspected for safety. Pilot's meeting each morning. Impound in effect. Concession will be open both days. There is unlimited dryland camping. If it is in your plans to attend would you kindly let the CD know. Your CD for the weekend will be Cory Dyck contact 306-773-4025 e-mail cgd69@hotmail.com or Glen Chase 306-773-1436 e-mail glen.c@sasktel.net | 2012-398

August 5 | Wolseley Dam Days | Air Show/Demo | 1 Day | Wolseley High School | REGINA WINDY FLYERS INC. | Heinz Pantel | (306) 781-7400 | hnzpntl@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 actually starts on Friday the 29th of July and ends on August 1st. This is an local annual event with plenty of family orientated activities throughout the weekend. | 2012-316

August 11 | 11th Giant Scale Rally | Fun Fly | 2 Days | Main Club Field | SWIFT WINGS RC FLYING CLUB INC | Glen Chase | 306 773 1436 | glen.c@sasktel.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 Monoplanes 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 welcome you all AS ABOVE TWO FULL DAYS OF FLYING YOUR FAVORITE BIRD | 2012-28

August 25 | CPPRA CHAMPIONSHIP PYLON RACE | Competition | 2 Days | Main Club Field | HUB CITY RADIO CONTROL CLUB INC | Richard Moldenhauer | 306 2427102 | rmoldenhauer@shaw.ca | The Hub City Radio Control Club of Saskatoon will host their annual pylon race meet on Saturday, August 25/12 (Quickie 500) and Sunday, August 26/12 (Quarter 40) at the club's flying field. This will be the Canadian Prairie Pylon Race Association's Championship race event. CPPRA racing rules will be in effect. Entry fees

are \$50 per event. Preregistration available on the CPPRA's website. Racing begins at 9 am each day. On-site concession. Spectators welcome. | 2012-412

September 22 | Fun Fly | Fun Fly | 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 Coordinators on the 16th with \$5.00 Landing Fee. Event coordinator for the event is Jan Weisner @ 306-690-6012. | 2012-118

October 7 | Saskatchewan Zone Meeting | Hub City Radio Control Club Clubhouse | The 2012 Zone K Annual Zone Meeting will be held at the HCRCC clubhouse starting at 1:30 PM.

SOUTH EAST - L

July 14 | OMFC Summer Fun fly | Fun Fly | 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 | 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 | 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 | 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 let-

Calendar of Events



ter 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 | George From War Bird Rally | Air Show/Demo | 1 Day | Main Club Field | SEATON VALLEY R/C MODEL CORP. | Walter Ernstberger | 416-759-7192 | walter.ernstberger@scotiabank.com | On August 11, 2012 come to the 8th Annual George From War Bird Rally at the Seaton Valley Flying Club just a few miles north of Pickering near Clarendon Ontario. Exact location is on the club web site: www.seatonvalleyrc.ca. It is a MAAC sanctioned event and there is no entry fee. Any War Bird from any era is fine except the field is not adequate to handle turbine jet aircraft. You must be a MAAC member in good standing. Food will be available at a nominal cost. Event starts at 9:00am and we will fly until late afternoon. Spectators are welcome and a small airshow will be put on. There are some draw prizes for the pilots. We hope to see you there. Rain date will be August 12, 2012. | 2012-377

August 11 | Kawartha Classic Scale | Competition | 2 Days | Main Club Field | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | Peter Conquergood | 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 | 1 Day | South Field | OAKVILLE MFC INC. | Jim Eichenberg | (905)-849-9721 | jeichen@idirect.com | This year August 11th, and rainy day 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 | 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 | 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 August 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 | 2 Days | Main Club Field | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | Harry Ellis | 905-342-2128 | harrlyells@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 | 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 | 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 | 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

October 6 | South East Annual Zone Meeting | Royal Canadian Legion Branch 80, 190 Queen St. Midland, ON. | Clair Murray | 905-939-2928 | zd-l@maac.ca | The zone meeting starts at 12:00 noon with a light lunch provided by the Ladies Auxiliary.

SOUTH WEST - M

July 7 | The Beanfield Gran Prix | Competition | 2 Days | Main Club Field | Brad LaPointe | 519-358-5436 | The Beanfield Gran Prix will be held on July 7 to 8, 2012. Saturday July 7 events will be 80 mph combat, old time stunt, beginner stunt and LA .25 sport race. Sunday July 8 events will be F2D combat, profile stunt and MAAC stunt. Entry fee is \$20.00 plus \$5.00 per each additional event up to \$30.00 maximum. For more information go to www.balsabeavers.ca | 2012-430

July 7 | Annual Scale Rally | Fun Fly | 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 | 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 | 1 Day | Main Club Field | OWEN SOUND BARNSTORMERS R/C MODEL FLYING

Calendar of Events



- 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 | 3 Days | Chatham Kent Municipal Airport | CHATHAM AERONAUTS | Cliff Russel | 519-352-6108 | rcman@bell.net | The Chatham Aeronauts presents WINGS and WHEELS 2012 (always scheduled on the 3rd full weekend of 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 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 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 | 1 Day | Main Club Field | KINCARDINE CLOUDBUSTERS | Andris Freimanis | (519) 396-9074 | 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 | 3 Days | Wingham Airport | WINGHAM JET CLUB | Angus McDonald | 519-291-1960 ext 229 | 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 | 1 Day | Main Club Field | BLUEWATER R/C FLYERS | Paul Chitty | 5194918186 | The Bluewater RC Flyers club will be hosting the anual Memorial 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 17 | Southern Ontario Control Line Championship | Competition | 3 Days | Main Club Field | Brad LaPointe | 519-358-5436 | The Southern Ontario Control Line Championships. Three days of control line events, August 17, 18 and 19. See the lineup at www.balsabeavers.ca Event will be held at the Beanfield Flying Field. Organized and run by the Balsa Beavers and the Beanfield Flyers. | 2012-429
- August 18 | Model Airshow and Fun Fly | Air Show/Demo | 2 Days | Goderich Municipal Airport | SKY HARBOUR MODELERS | Jeff Squire | 519-524-5241 | 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 or 519-524-5241 for more info. | 2012-89
- August 18 | Tillsonburg open funfly | Fun Fly | 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 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 Hope to see you there. | 2012-191
- September 1 | Labour day weekend fun fly | Fun Fly | 1 Day | Main Club Field | LONDON MODEL AIRCRAFT CLUB | Andy Richardson | andrewrichardson@rogers.com | Come and join us for fun on the long weekend. Open fun fly (no landing fee) with games and prizes. BBQ food and drinks will be available. We hope you will join us at our River Rd. field in London. | 2012-407
- September 15 | Annual Fall Fun Fly | Fun Fly | 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 | 1 Day | Main Club Field | CHATHAM AERONAUTS | Cliff Russell | 510 352 6108 | 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 or call 519 352 6108 | 2012-221
- October 27 | SouthWest Zone meeting | 427 Wing Air Force Association Club | The Zone M Annual Zone Meeting will be held at the 427 Wing Air Force Association Club at the London International Airport, 2155 Crumlin Sideroad, London, ON. Registration and sign in starts at 10:00 am and the meeting will be called to order at 11:00 am

REMEMBER WHEN?

Come to our free flight contest
and re-live how it all started

PLUS! A 1/2A Texaco R/C Event

42nd GREAT GRAPE GATHERING
(SINCE 1971)

SEPTEMBER 21 - 23, 2012

1941 HAG AIRFIELD, GENESEO, NY,

31 Events over 3 days (glider, rubber, and power)
AMA, NFFS, SAM and FAC.

For full event schedule visit www.oldwakefields.com

WIN PRIZES – BOTTLES OF WINE or MAPLE SYRUP

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
(BYOB – perhaps one that you've won!)

RAFFLE – DONATIONS WELCOMED
Huge selection of indispensable model paraphernalia.
Lots of invaluable prizes – lots of opportunity to win.

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 'yakking' are worth the trip.

A joint effort between SAM 86 and the Western New York Free Flight Society.

For more information contact:
Roy Smith (aeronut@kos.net) or (613) 389-9887 (evenings only),
Or Jim Moseley (jjmoseley@look.ca) or (905) 683-3014

pilotes qui allaient s'y inscrire et à 2 000 visiteurs. Des commanditaires corporatifs avaient aussi été ciblés afin de contrer le coût d'organiser cette première au Canada.

FUN-FLY PROVINCIAL D'HÉLICOPTÈRES

La dernière fin de semaine de juin, le Club Crash sera l'hôte d'un Fun-fly de trois jours d'hélicoptères à Mirabel. On y verra les vols de démonstration de trois pilotes professionnels dont Kim, Kyle Scacy et Nick Maxwell. Autres renseignements au www.clubcrash.ca.

FÊTE DU CANADA À CÔTE SAINT-LUC

Compte tenu du succès rapporté l'année dernière, nous avons eu le plaisir d'être

invités une fois de plus par la Ville de Côte Saint-Luc au parc principal, à côté de l'aréna Samuel-Moscovitch. Nous allons incorporer une exposition statique et une petite démonstration dynamique de maquettes télécommandées.

REMORQUAGE AÉRIEN (20-23 JUILLET)

Le 20 juillet, le Club Les Arpents V'Air de Lacolle sera l'hôte d'un Fun-fly de trois jours, un rassemblement mettant en vedette du remorquage aérien pour avions remorqueurs et planeurs. Ce sera la deuxième édition, le tout commandité par AMR, qui produit de grosses maquettes à essence ici même au Québec. Ne manquez pas ce rassemblement de calibre international. Pour en savoir plus long : www.rcaerotowing.com.

AUTRES RASSEMBLEMENTS À VENIR

Les autres rassemblements dont il sera question plus tard comprennent le Festival aérien du Club Aéromodéliste d'Asbestos (la fin de semaine du 4 août) et le Fun-fly 50e anniversaire du Club Mars à Lachenaie (la fin de semaine du 11 août). Nous parlerons aussi plus tard d'autres Fun-flies et Float-flies.

Visites à des terrains jusqu'à maintenant

Au moment où je rédige cette chronique à la mi-mai, j'ai eu le plaisir de me rendre à plusieurs clubs, dont le MAVIP, le MRC, le club de Napierville et les Arpents V'Air.. ✈

mouvement à plein régime de la manette des gaz peut se situer à environ 1,90 ms et le retour au neutre/trim en bas peut se situer à environ 1,10 ms. J'imagine les ATV à 100 % dans chacune des directions. La turbine pourrait fonctionner, mais il se peut que la lecture soit faussée. Une fois de plus, je répète que l'ECU ne peut contrôler que le signal et cette forme de pulsation. Aucun autre mode de communication ne lui signalera que le système antidéfaillance est entré en jeu. Si la télécommande a été programmée de façon à retenir la dernière commande reçue ou de façon à retourner au neutre, il y a de bonnes chances que le système n'ait même pas décelé une manoeuvre destinée à contrer la défaillance.

Certaines turbines requièrent qu'on lie (binding) une position antidéfaillance de 100 % en bas (~1,10ms), pour ensuite réduire les ATV à ~70 / 70 avant même de pouvoir formater le bloc de commande électroniques du moteur (ECU)... Ce que cela accomplit, c'est de fixer (approximativement) le FS à 1,10 ms, l'interruption à 1,22 ms, la position mi-régime des gaz à 1,50 ms et la puissance maximale à 1,78 ms. Entre 1,22 ms et 1,78 ms, tout fonctionne normalement durant le vol (et c'est bien ainsi). À titre d'exemple, sur une turbine JetCat, si l'ECU note soudainement 1,10 ms (très en dessous de l'interruption), il pourrait interpréter cette situation comme étant une alerte antidéfaillance et mettre en marche la minuterie d'interruption automatique de 2,0 secondes. Si le signal revient à au-dessus de 1,22 ms avant d'atteindre les 2,0 secondes, la turbine poursuivra son travail comme si de rien n'était et notera l'incident sur l'indicateur antidéfaillance.

Veuillez relire la documentation de votre turbine de façon à la comprendre en détail et posez des questions, au besoin. Ceux d'entre nous qui aimerions nous procurer un certificat d'opérateur de maquettes à turbine afin de piloter nos appareils aux États-Unis -- ou n'importe où ailleurs -- il est primordial de comprendre l'installation antidéfaillance de votre turbine. ✈

(ces deux derniers, à Calgary), sont devenus de précieux collaborateurs, par le passé. Cependant, plus nous sommes de fous, plus nous nous amusons, selon le vieux dicton. Communiquez avec moi par téléphone ou par courriel aux coordonnées mentionnées ailleurs si cela vous intéresse.

Eh bien! Maintenant que le laïus politique est traité, retournons aux maquettes. Au moment où vous lirez ces lignes, ce sera l'été et avec un peu de chance, vous aurez réussi à sortir afin d'essayer vos nouvelles créations.

J'ai reçu une bien belle lettre de la part d'un modéliste de longue date (et pilote d'appareils à l'échelle réelle), Frank Gue, d'Edmonton. Il était champion junior à Edmonton en 1942 à l'aide de ses maquettes à propulsion élastique -- il ne pouvait se payer un moteur à carburant -- et sa maquette de choix était un Korda Wakefield (catégorie fuselage) dont il échangeait les ailes et l'empennage grâce à un fuselage de bâtonnets afin de devenir concurrent dans cette catégorie.

«J'ai perdu de vue ma maquette de bâtonnets, la seule fois que ça me soit arrivé. Un agriculteur m'a appelé 20 milles plus loin pour me dire que la maquette n'était pas abîmée, à l'exception d'une hélice cassée. Bien entendu, celle-ci n'était pas endommagée -- c'était une hélice pliante à une seule pale,» se souvient Frank. Dans la catégorie planeurs, il avait ravi la deuxième place grâce à un autre design de Zaic.

Bien des années plus tard, Frank a eu la chance de jaser maquettes avec Carl Goldberg et Frank Zaic à Los Angeles, en 1984. À l'époque, Carl ne se sentait pas bien. Comme la plupart des modélistes le savent maintenant et parce que sa famille voulait faire connaître son cas en guise d'avertissement, M. Goldberg a plus tard été diagnostiqué comme souffrant du SIDA, une infection découlant d'une transfusion sanguine. Carl était un très grand héros pour moi et je me souviens de cette époque avec beaucoup de tristesse.

Sur une note un peu plus positive, le championnat SAM revient à Muncie (Indiana) entre les 9 et 13 septembre. J'ai inclus une photo de ma maquette de calibre international, un Swoose de catégorie B que j'ai construit au cours de l'hiver et qui est mû par un O&R .29. J'espère pouvoir la faire voler à Muncie.

J'espère aussi rencontrer quelques-uns d'entre vous sur place. Vous trouverez d'autres renseignements au site Web www.antiquemodeller.org. La fin de semaine d'ensuite, le rassemblement du chapitre SAM 86, le Great Grape Gathering, se déroulera à Geneseo (état de New York), du 21 au 23 septembre. Vous trouverez les détails au site Web du MAAC au www.maac.ca ou en effectuant une recherche Google. (Au besoin, demandez à vos petits-enfants d'entreprendre cette recherche en ligne!)

Comme d'habitude, on peut me joindre au 416 651-1352 ou par courriel au simon.blake@sympatico.ca. Bons vols! ✈

Réclamations refusées

Advenant un rare cas où des problèmes persistent avec la protection d'assurance pour une raison quelconque, il se peut que l'assureur refuse de payer les dommages matériels ou même une blessure. Qui paiera, alors? Le membre responsable et possiblement d'autres parties; le coût pourrait être très salé. Il se peut que le membre responsable puisse recourir à une protection supplémentaire grâce à sa police d'assurance maison ou à une autre politique qui le protège sur le plan juridique, mais cela est plutôt rare au Canada. Malheureusement, lorsque le membre s'aperçoit que notre assurance du MAAC ne paiera pas la réclamation, il est désormais très tard pour se rapporter à un autre assureur.

Vient ensuite la personne qui a vécu une perte, une blessure ou des dommages matériels (possiblement un autre membre); on la tient dans le noir puisque c'est le membre du MAAC qui est assuré grâce à notre politique et voilà, on l'informe qu'il n'y a pas de protection. Les choses peuvent alors se dégrader à mesure que le temps file; la personne lésée se frustrerait puisqu'elle n'entend parler de rien tandis que les possibilités d'embourbement juridique augmentent. Le mot de la fin, c'est qu'il est sage d'avoir une idée de base de ce qui se passe, d'un point de vue assurance, que vous soyez ou non la partie responsable, voire même la victime de cet enchaînement d'événements. Il vous sera très utile de pouvoir compter sur une assurance d'appoint et, comme nous l'avons mentionné dans d'autres chroniques, il est possible de trouver un assureur domicile qui acceptera les maquettes hors de l'exclusion habituelle sur les aéronefs. Vous n'avez qu'à communiquer avec votre agent et lui demander de vous aider à protéger vos maquettes au sein de votre protection domiciliaire.

Passez un été magnifique... et en toute sécurité.



pour de l'entretien de véhicule et Dawn Dawdy a fait don d'une paire de coussins fabriqués à la main.

«Nous avons récolté trois sacs de nourriture et 271 \$ en argent. Steve Hughes a aussi ajouté sa contribution au nom du MAAC et a égalé notre total jusqu'à concurrence de 200 \$. Au total, nous avons ainsi récolté 471 \$ pour la Banque alimentaire locale.

«J'aimerais remercier ma fille Patricia pour ses photos splendides de l'événement (en passant, elle est âgée de sept ans), ma femme April pour tout le travail qu'elle a effectué et tous les membres du club qui ont donné un coup de main. Cela a facilité la tenue de l'événement. Les vols ont été magnifiques durant les deux jours! Plusieurs invités ont pu essayer les manettes de la boîte-école (buddy box) en ma compagnie et j'ai même fait goûter le vol télécommandé à un membre de la station radio locale; elle était une naturelle au vol.

«J'espère revoir plusieurs d'entre vous l'année prochaine, lorsque nous répéterons cet événement.» ✈

bres!

Veillez lire ces commentaires et m'envoyer vos commentaires électroniquement, ou toute autre idée que vous avez ou que vous voudriez partager auprès du Comité de relations publiques. Nous ne sommes que quelques-uns et vous êtes nombreux. Merci.

J'aimerais bien entendre parler de vous tous. Je vous souhaite une bonne saison de vol en 2012 avec beaucoup de plaisir... en toute sécurité.

Je fais souvent des farces, si bien que je vous laisse sur cette version bande dessinée du Parrain! ✈

Une autre solution moins élégante qui fonctionne sur les moteurs DLE, c'est un dispositif après-vente qui rappelle un dard et qu'on insère dans le silencieux d'origine. Jusqu'à maintenant, je n'ai réussi à trouver ce produit que chez un fournisseur américain, si bien que je ne sais si cette entreprise les fabrique ou les fait fabriquer par une tierce partie. Si vous possédez un moteur DLE, peut-être voudrez-vous y jeter un coup d'oeil. Il vous est offert par Troy Built Models (www.TroyBuiltModels.com).

Ces gens-là appuient beaucoup les rassemblements parrainés de petits-gros; faites-leur signe si vous préparez un rassemblement. Ils pourraient fort bien vous envoyer des prix.

Si vous êtes habile avec des outils servant à découper le métal, vous pouvez aussi apporter vos propres modifications à ce silencieux d'origine. Et voilà pour les silencieux plutôt bruyants.

La prochaine fois, nous parlerons d'hélices bruyantes! J'espère vous voir à un rassemblement de petits-gros cet été. ✈



**CLUB D'AÉROMODÉLISTE
★ AVION & HÉLIOPTÈRE ★**

FÊTE SON 50^{ème} ANNIVERSAIRE
1962 2012

Joignez-vous à nous le 11 & 12 Août 2012...
...et voyez des spectacles aériens de près !



- Rencontrez des passionnés d'aviation
- Courez la chance de gagner des prix de présence

Tous les détails:
www.clubmars.org



Member rate - First 20 words free. Each additional 20 words or part thereof \$1 Dealer / commercial rate - First 20 words \$15. Each additional word \$1 Payment must accompany order Cheques payable to Morison Communications
FOR SALE: 100" P51 Mustang AI details and picture at www.slams.ca/P51_ad-1.htm

WANTED: Old radios for private collection. Any old radio from the 50's, 60's or 70's. These can be single channel, reeds, proportional etc. Send list to Charles Chomos, 369 Pepper Dr., Burlington ON L7R 3C8. Ph. (905) 632-4479
cchomos@hotmail.com

FOR SALE: Sky Tiger, OS 61 with Airtronics TX and RX. RTF \$150 | Diablo Super FT300, OS FT160 Twin with Futaba TX and RX, \$350 | Telemaster, OS Max .61, has ailerons, \$200 obo | 2x Trainers with OS .46 RTF, need RX \$100 ea. | Fuji 43 cc gas motor with exhaust and ignition \$125. | Zenoah Japan approx. 45cc with muffler, ignition and mount. \$125 | Super Tigre 2000 2 stroke NIB \$125 | 40% Dalton, custom built, won Tucson Shoot-out in 2006 (?), DA 150 twin, 2 32x10 props, custom wing wiring harness, 9x 5955tg 333 oz/in servos, extra SWB Std 3x self adjusting servo tray, extra power box, Simplex AC/DC 1 to 4 cell balance charger. Flown once, too much plane for me. \$4400 | 25% Cub - 106" span, YS 120 runs perfect, 5 servos, flown once. included Futaba 6EXA in box. \$595 obo. Reg 403-271-1119 (calgary) (7/12)

FOR SALE: Aerosport 60. 70" wingspan. New, never flown, c/w new .61 'Profi' engine. No radio. \$250. Ted Toth 905-632-3961 ttoth1@cogeco.ca (Burlington) (7/12)

FOR SALE: New completely built ready to fly model airplanes. Also 3250 Sper Tigre engine. 204 728-2345 (Brandon, MB) (5/12)

FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call:905-933-3461 or email:manmech@bell.net (5/12)

FOR SALE: Four-Star 60 kit (SIG kit, not ARF), Saito FA91S. Both in boxes never opened. \$466new, asking \$250. PEI. 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 Prettner Calypso, YS .61 \$300. Harvey G. 416.787-4475 ..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
lbjerome@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)

FOR SALE: 1/4 scale Fokker D VII Kit designed by Gary Allen kitted by Arizona Model Aircraft. \$650 for more information call bill @ 604 859-5943 Abbotsford BC. (1/12)

FOR SALE: Like new, one 1.8 Moki. Comes with motor mount and Pitts style muffler. \$300 250-787-1706 (1/12)

FOR SALE: 1/4 scale Cub with 90 size motor, covered with Sig Coverall and painted with dope. Jim 519-524-9149 (1/12)

Official
MAAC Wear

A wide range of items and styles
Custom embroidery available
No minimum order
Available at MAAC.ca

**Model Aviation
CANADA**

*Advertise in Model Aviation
Canada*

Get your message out to 11,000+ members!
With **COLOUR** now available on every page you can request placement where YOU want it.

This cost effective display advertising is available for as low as \$125 per issue.

Full Page Glossy ads start from only \$700!
for more information contact:
Keith Morison 403-282-0837 or editor@ModelAviation.ca

GREAT HOBBIES

Great Service • Great Selection • Great Prices



Ray's DVD Servies Vol 15-18 Flybarless

Volume 15-18: Flybarless Helicopters features the T-Rex 550e flybarless helicopter and the Spektrum DX8 radio. It not only features the Align 3G flybarless system, but it also features a second machine with the Mikado Vstabi 5.1 flybarless system. In addition to the stock Align power system, we also show the Castle Creations ICE 100 ESC coupled with the Scorpion 4025 1100kv motor.



RHTDVD1518
\$54.99

Blade 450 Aluminum Carrying Case

E-flite



- Designed to transport and store your Blade 450 3D and X
- Aluminum case with soft foam interior
- Perfectly stores your DX6i-DX8 transmitter along with battery and charger
- Included keys and lockable design keeps your gear safe
- Adjustable shoulder strap and comfortable handle allows for easy transport

BLH1699
\$59.99

Flyzone

Calypso EP Powered Glider

- Attach and align the tail by tightening just one screw.
 - The two-piece wing assembles quickly and removes easily for transport.
 - A large on-board compartment with magnetic hatch allows easy access to the flight battery.
 - The wing includes independent aileron servos for mixing potential.
- This bright, high-contrast trim scheme is easy to track at high altitudes



FLZA3000 - RTF
\$249.99
FLZA3002 - TXR
\$199.99
FLZA3004 - RXR
\$159.99
FLZA3006 - ARF
\$89.99

Mini Titan E325 V2 FBL 450 Kit w/Mtr/ESC/CF Blades

- Height: 8.2 in (209 mm)
- Fuselage Length: 25.2 in (640 mm)
- Weight(Ready To Fly): 1.4 lb (625 g)
- Width: 4.7 in (120 mm)
- Main Rotor Blade Length: 12.8 in (325 mm)
- 6-channel heli radio required
- 5 servos required
- Heading-hold gyro required
- 11.1V (3S) LiPo battery required



TTT4716A11
ARF
\$359.99
TTT4716K11
Kit
\$349.99



F4U-1A Corsair 15BL

- Wingspan: 44.0 in (1120mm)
- Overall Length: 36.0 in (915mm)
- Flying Weight: 43.4 oz (1230 g) with drop tanks installed; 46.6 oz (1320 g) with tanks, retracts, and flaps installed
- Motor Size: 15-size 950Kv Brushless Outrunner (installed)
- 4+ channel Transmitter and Receiver radio system required
- 11.1V 3S 2200mAh 25C LiPo required



PKZ6075
PNP
\$199.99
PKZ6080
BNF
\$269.99



Team Great Hobbies Li-Po Fireproof Bag/Sac

- Length: 12 in
- Width: 9 in
- Provides a safe fire-proof enclosure to charge volatile LiPo batteries
- Durable hook-and-loop enclosure



TGHXLIPoSAC
\$14.99



Giant Scale Corsair ARF 50cc

- Wingspan: 86.5" (2195mm)
- Wing Area: 1376 in² (88.8 dm²)
- Weight: 23-25 lb (10.43-11.34 kg)
- Wing Loading: 39-42 oz/ft² (119-128 g/dm²)
- Radio: 7-channel minimum required
- 11 servos required
- 3.0 - 4.0 cu in (50 - 55cc) gasoline engine required
- 1000mAh reciever battery required



TOPA0704
\$749.99



Micro F-86 Sabre EDF RTF

- Wingspan: 15 in
- Wing Area: 53.1 sq-in
- Wing Loading: 6.4 oz/sq ft
- Length: 14.4 in
- Weight: 2.35 oz
- Easy lift-off magnetic canopy provides battery access
- Ammo 11,500kv motor with 30mm ducted fan unit and 6A brushless ESC



GPMA1770
\$149.99

1-800-839-3262

www.greathobbies.com

Visit us online

We have the World's most extensive hobby shop web site!



Order by phone

(Atlantic Time) 9AM to 10pm Monday to Friday
9AM to 8PM Saturday or 2PM to 8PM Sunday

Secure on-line ordering with searchable catalog!

Visit us in person!

We have four retail locations to serve you!

Technical Assistance Hours

(Atlantic Time) 9AM to 7PM Monday to Friday
9AM to 6PM Saturday
(Aide disponible en français)

Charlottetown, PE
191 Buchanan Drive
C1E 2E4

Edmonton, AB
5144 - 75th Street
T6E 6W2

Mississauga, ON
3035 Argentia Road, Unit 3
L5N 8E1

Ottawa, ON
140 Train Yards Drive, Unit 4
K1G 3S2