

# Model Aviation

## CANADA

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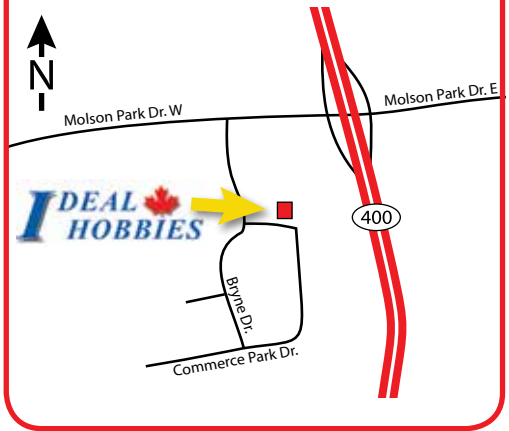
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In 1949, eleven enthusiastic modellers assembled to form an organization for those interested in model aviation. Their vision was for an association to officially represent the aircraft modeling fraternity in Canada. Today, MAAC has grown to a membership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

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# Model Aviation

## CANADA



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A classic design by Ray Malmstrom – this micro RC version of the 'Avenger' by Christian Moes in balsa and Depron with twin Ember 2 motors' Photo: Peter Smith.

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### Submissions

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# President's Report



Claude Melbourne 58082L  
President  
613-802-5000 pres@maac.ca

The 2013 Annual General Meeting of MAAC is over but not to be forgotten any time soon.

This has been the most productive AGM in recent history. The Board was able to deal with a huge amount of business prior to the Board meetings through structured discussions on conference calls. By doing so much work ahead of time, the Board was able to focus more time on the vision and future direction for MAAC.

This year, we brought in a SME, or Subject Matter Expert, by the name of Geoff Strottman to help develop a strong strategic plan of action that will help to align the organization and achieve a strong future. Mr. Strottman was generous enough to offer his expertise to help further a hobby that he is very passionate about. With Mr. Strottman's assistance, the Board of Directors is commit-

ted to help change MAAC from an organization that many see as necessary for insurance purposes to an organization that you will join because you want to.

I am very excited with the possibilities of where we can help this hobby go.

I have to say thank you to all the members who showed up at the AGM on Sunday afternoon to help address some members' concerns. With the guidance provided from the members present, the

Board has emerged with a stronger commitment to work with the members of the organization for the betterment of all.

The mandate that was presented has been fulfilled and has exceeded many members' expectations. As for the mandate going forward, the Government of Canada has changed the rules that guide a not-for-profit organization that will require changes on how this organization is managed. These changes will be the

main focus for the Board of Directors in the coming weeks and months to ensure compliance while protecting our hobby for all.

In the future, the management team will be reaching out to the membership and looking for other SMEs or Subject Matter Experts who are willing to volunteer a little time in their field of expertise to help facilitate growth within our organization. With roughly 12,000 members, we have professionals from every walk of life who may be willing to share a little and help. Please watch the website for informational updates. ✈



Your 2013 Management Team is / Votre équipe de gestion en 2013: **Front row, from left / Première rangée, de gauche:** Rodger Williams (Quebec Zone Director / Executive Committee Member), Linda Patrick (Secretary / Treasurer), Steve Woloz (Saint-Laurent Zone Director). **Second row / Deuxième rangée:** Bill Rollins (B.C. Coastal Zone Director / Executive Committee Member), Frank Klenk (Southwest Ontario Zone Director), Peter Schaffer (Manitoba/Northwest Ontario Zone Director), Steve Hughes (British Columbia Zone Director), Don McGowan (Alberta Zone Director). **Back row / Rangée arrière:** Régis Landry (Atlantic Zone Director), Roy Rymer (Middle Ontario Zone Director), Brad Egan (Southeast Ontario Zone Director), Heinz Pantel (Saskatchewan Zone Director), Ron Dodd (Past President), Kevin McGrath (Northern Ontario Zone Director and Vice President), Claude Melbourne (President). Not pictured / Absent au moment de la photo: Chris Malcomson (new Ottawa Valley Zone Director).

## Mot du président



Claude Melbourne 58082L  
Président  
613-802-5000 zd-g@maac.ca

L'Assemblée générale annuelle 2013 du MAAC vient de se terminer, mais nous ne l'oublierons pas de sitôt.

Celle-ci a été la plus productive de mémoire récente. Le Conseil de direction a réussi à traiter d'une montagne de sujets avant les réunions grâce à des discussions structurées par le biais de conférences téléphoniques. Puisque nous avons abattu bien du travail à l'avance, le Conseil de direction a pu consacrer plus de temps à

la vision et à la direction que prendra le MAAC à l'avenir.

Cette année, nous avons eu recours à un expert SME sur les sujets à aborder, Geoff Strottman afin d'aider à concevoir un plan stratégique musclé qui donnera une direction plus précise à l'organisme et qui nous permettra d'entrevoir un avenir prometteur. M. Strottman a eu la gentillesse d'offrir son aide afin de donner un coup de pouce au passe-temps qui le passionne beaucoup. Grâce à son aide, le Conseil de direction s'est engagé à changer le MAAC pour le faire passer d'une entité nécessaire aux fins d'assu-

rance à un organisme dont vous voudrez faire partie parce que vous le voulez bien.

Je suis très excité quant aux possibilités qui s'offrent à notre passe-temps.

Je dois dire merci à tous les membres qui se sont présentés à l'AGA, le dimanche après-midi, afin de traiter de certaines inquiétudes. Grâce à la direction que ces membres nous ont donnée, le Conseil de direction en est ressorti avec un engagement plus prononcé à travailler de concert avec les membres, pour le bien de tous.

Nous nous sommes acquittés du man-

*suite à la page 6*

dat et celui-ci a même dépassé les attentes des membres. Quant à l'avenir du dit mandat, le gouvernement du Canada a modifié les règles qui régissent les organismes sans but lucratif et cela nécessitera des changements de la façon dont cet organisme-ci est géré. Le Conseil de direction se concentrera sur ces change-

ments au cours des prochaines semaines et mois afin de s'assurer que nous répondons aux nouvelles exigences, tout en protégeant notre passe-temps.

À l'avenir, l'équipe de gestion se tournera vers les membres, à la recherche d'autres consultants SME qui voudraient bien offrir un peu de temps, bénévolement. Leur expertise pourrait

contribuer à la croissance de notre organisme. Comme nous comptons environ 12 000 membres, nous comptons dans nos rangs des professionnels en tous les domaines qui voudraient peut-être offrir un peu de leur temps afin de donner un coup de main. Veuillez guetter le site Web pour les nouvelles. ✈

## WARBIRDS OVER THE BAY



### Burlington Radio Control Modelers

**July 27th & 28th, 2013**  
**At the BAYVIEW MODEL AIRPORT**  
**1800 King Rd. Burlington ON**  
**CANADA**

Event is open to military aircraft of any era, Jet and Helicopters welcome (no camo trainers please) MAAC or AMA required to fly.

No charge overnight camping (no hookups) 110v power available for charging electrics, radios etc. Pre Register for Camping is recommended.

Pre Registration \$10.00 before June 30, 2013..... \$15.00 on the day

Food, Fun, Fellowship, Raffles and Pilot draws.

A \$5.00 per car donation will be requested at the gate for spectators to be donated to a local charity.



This is a MAAC sanctioned event

For further information and directions please see: [www.brcm.org](http://www.brcm.org) or contact Ian Brown 905-690-1249 / Co-event Director Paul Chilly 519-491-8186 [pchilly@cogeco.ca](mailto:pchilly@cogeco.ca)

#### SPONSORS:

Air Combat Zone, Don's Balsa, Balsa USA, Down and Locked, Gwen's Graphics, Hobbico Inc., Hobby Hobby, Keyframe Digital Productions Inc, MAAC, Model Airplane News, Niagara Composites International Inc, Paris Junction Hobbies and Skycraft Hobbies and CANADIAN WARPLANE HERITAGE MUSEUM

[www.brcm.org](http://www.brcm.org)

## Model Aviation CANADA

### Submission Guidelines

If you have an idea for a story that might be of interest to MAAC Members, send an email to [Editor@ModelAviation.ca](mailto:Editor@ModelAviation.ca) and let me know what you're thinking. Here are our submission guidelines.

### Stand Alone Articles

Approx 650 words and several pictures. Stand alone articles should bring a human connection when possible. They should be about someone and their involvement in the hobby.

### Event Reviews

Approx 475 words and 4 – 6 good pictures  
 Event reviews will take a look at events on several levels. The events should offer something 'different' and of general interest.

### Model Features

Approx 300 words and 4 – 6 good pictures. Model features should focus on a number of aspects: - the modeller's motivation for building it - what makes the model unique - the basic specification. Pictures should include: Overall pictures showing the majority of the model both with and without the builder, detail pictures of any special features, pictures of the model in the air.

### Hints and Tips

Approx 150 to 200 words, pictures/drawings as needed. Sharing knowledge and information is a big part of the hobby. Hints and tips can be fairly basic and general to specific and detailed ideas.

### Photo Galleries

Pictures should: - Be of models or people and their models - Have detailed and complete captions with as much information as possible, including a photographer credit line. Pictures should be sent in as high resolution as possible.



## Meaford Golden Flyers Bill Pearson and Howard Dobson

Sadly our small R/C club has just lost two of its founding members:

Bill Pearson, MAAC # 18749, an avid modeler, especially scale airplanes, passed away April 17th, 2012 in his 77th year.

Howard Dobson, MAAC # 18606, skilled in the art of making models, especially when it came to machining parts on his lathe, passed away April 29th, 2012, in his 71st year.

Bill and Howard had been very close friends for many years usually doing things together when it came to our hobby, often making the same model at the same time. Back in the old days they flew with the Owen Sound R/C club and at the Meaford Soaring club, where they had to wait to fly their models between gliders taking off and landing. In 1994

our club was certified and around 1996 moved to its present location. Both attended shows, fun flies, met other modelers, some who became and remained friends. They built and flew gas, glow and electric models, but for the last while they both had health issues which made their larger models difficult to manage, so they both made the transition to small electric planes they could transport and operate more easily.

Over the years they made many contributions to our club and were always willing to help others with their projects. They will both be greatly missed.



Bill Pearson, left and Howard Dobson

Dave Berry, MAAC # 57878  
Sec/treasurer, Meaford Golden Flyers

*Model Aviation Canada offers its sincere apologies for the delay in publishing this obituary.*

## Don McTaggart

We have lost a great modeller.

Don McTaggart was not only an ardent supporter of the hobby; he had a long history with model aviation, and was a MAAC Hall of Fame member. Don passed away in Lindsay on January 18, 2013 at the age of 89.

Don modelled airplanes all his life. He was originally a member of the old Canadian Gas Model Club. Later, he was active in the Toronto Radio Control Club, serving for a time as their President, and organized a variety of club activities. More recently, he made many friends at the Kawartha Lakes RC Flying Club.

Don pioneered fibreglass fabrication, created a number of original designs, and marketed plans for them. His designs included the Comanche, and Twin Comanche, Hurricane, Turbo-Beaver, Hawker Tempest, and Sea Fury.

Don was a pilot in WWII, flying many missions in a Halifax bomber, and maintained his interest in aviation by piloting his float-equipped Citabria around Central Ontario.

He was most recently known for his scratch-built, electric-powered, and very detailed 10-foot span fibreglass model of the Handley-Page Halifax bomber which he flew during the war. It was a five year labour of love culminating in a successful flight. The model now resides in the National Air Force Museum in Trenton, ON.

Peter Conquergood  
President, Kawartha Lakes RC Flying Club.



## Karl Mueller



Karl earned his wings after losing his battle with cancer on Feb.29. He was 77 years of age and was married to Della for 51 years. He was a dedicated modeller since the late 1960's and recently flew with the Halton Hills and Oakville clubs. He was the recipient of a leader award from MAAC for his service as team manager and a world class judge who travelled with the Canadian team to competitions world wide. He was an international judge for the FAI, F3A World Championships. He was also known world wide for his exhaust headers. He was inventive, meticulous and patient, a great husband, father, grandfather and friend. The hobby has lost a truly remarkable ambassador who will be missed but not forgotten.

Don Kinch.



# MEMBERSHIP APPLICATION 2013

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*

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 (2013) Jan 1 - Dec 31/13	16 months (2013) Sep 1 - Dec 31/14	3 Years (2013) Jan 1 - Dec 31/15
<b>ON, NB, NL</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$90.40	\$90.40	\$244.08 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$11.30	\$11.30	N/A
Junior Member (Includes Magazine)	\$23.73	\$23.73	N/A
<b>BC</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$89.60	\$89.60	\$241.92 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$11.20	\$11.20	N/A
Junior Member (Includes Magazine)	\$23.52	\$23.52	N/A
<b>NS</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$92.00	\$92.00	\$248.40 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$11.50	\$11.50	N/A
Junior Member (Includes Magazine)	\$24.15	\$24.15	N/A
<b>PE, QC, MB, SK, AB, NT, YT, NU</b>			
Open Member (Includes Magazine) <small>(18 years or over as of Jan 1)</small>	\$84.00	\$84.00	\$226.80 <small>(CDN residents only)</small>
Junior Member (No Magazine) <small>(Under 18 years as of Jan. 1)</small>	\$10.50	\$10.50	N/A
Junior Member (Includes Magazine)	\$22.05	\$22.05	N/A

Membership Option Amount \_\_\_\_\_  
 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 2013

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

Date de naissance: / / Langue  A  F  
 mois jour année

*Date de naissance requise pour vérification, renseignements confidentiels*

Emploi \_\_\_\_\_

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"

Nom : \_\_\_\_\_  
 Prenom Initialle 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  Etats-Unis (avec preuve d'adhésion AMA pour 2012)  Autre

CLUB AFFILIÉ à MAAC: \_\_\_\_\_

Comment avez-vous connu MAAC??

Ami  Famille  Club  Radio/TV  Web  Salon de hobby \_\_\_\_\_  Magasin de Hobby \_\_\_\_\_

Catégorie d'intérêt (cochez la case appropriée)

Sport (juste pour le plaisir)  R/C Maquette  SAM (Société des anciens modélistes)  R/C Combat de copies volantes  Hydravion à flotteurs

R/C Combat libre  R/C Bateau  Acrobatie de précision de vol circulaire  Acrobatie de précision  Vol circulaire

R/C Hélicoptère  Vol libre extérieur  Acrobatie à l'échelle  Maquettes électriques  R/C Pylône

R/C Planeur  Vol libre intérieur  R/C Avion à réaction  Turbine  R/C Maquette de planeur  R/C Auto

Vol intérieur télécommandé  Fusée  R/C L'échelle géante

Intérêt Principal: \_\_\_\_\_ Participez-vous à des compétitions dans une catégories ci-haut mentionnées?  Oui  Non

Quel événement? \_\_\_\_\_  Locale  Régionale  Nationale  Internationale (Utilisez l'identification FAI)

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

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

Je reconnais aussi que lorsque je ferai voler un modèle dans n'importe lequel des 50 états des Etats-Unis, je serai couvert par l'assurance de l'Association et j'obéirai au Code de Sécurité du MAAC ainsi que celui du AMA. Si'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 (2013 Jan 1 - Dec 31/13)	16 mois (2013 Sep 1 - Dec 31/14)	3 Ans (2013 Jan 1 - Dec 31/15)
<b>ON, NB, NL</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$90.40	\$90.40	\$244.08 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$11.30	\$11.30	N/A
Membre Cadet (revue incluse)	\$23.73	\$23.73	N/A
<b>BC</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$89.60	\$89.60	\$241.92 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$11.20	\$11.20	N/A
Membre Cadet (revue incluse)	\$23.52	\$23.52	N/A
<b>NS</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$92.00	\$92.00	\$248.40 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$11.50	\$11.50	N/A
Membre Cadet (revue incluse)	\$24.15	\$24.15	N/A
<b>PE, QC, MB, SK, AB, NT, YT, NU</b>			
Membre Régulier (revue incluse) <small>(18 ans et plus au 1er janvier)</small>	\$84.00	\$84.00	\$226.80 <small>(uniquement pour résident CAN)</small>
Membre Cadet (sans la revue) <small>(Moins de 18 ans au 1er janvier)</small>	\$10.50	\$10.50	N/A
Membre Cadet (revue incluse)	\$22.05	\$22.05	N/A

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

je désire faire un Don: \_\_\_\_\_

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

Fonds pour compétition \_\_\_\_\_

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

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

Autre (spécifiez) \_\_\_\_\_

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

Méthode de Paiement:  VISA  Mastercard  Cheque

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

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

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

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



# 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). . . . . \$ 10.00 \_\_\_\_\_

Nom: \_\_\_\_\_ Club/Location: \_\_\_\_\_

Clothes/Vêtements:  
MAAC Hat / Chapeau du MAAC (specify Qty/ quantité) . . . . . \$ 15.00 \_\_\_\_\_

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 (call the office for price) / Frais de poste au prix coûtant (Appelez le Bureau pour les prix) . . . . . \$ \_\_\_\_\_

**Subtotal/Total Partiel** . . . . . \$ \_\_\_\_\_

GST/TPS 5% for/pour BC, QC, MB, SK, AB, NT, YT, NU . . . . . \$ \_\_\_\_\_

HST/TVH: 13% for/pour NB, NF, ON . . . . . \$ \_\_\_\_\_

HST/TVH: 14% for/pour PE . . . . . \$ \_\_\_\_\_

HST/TVH: 15% for/pour NS . . . . . \$ \_\_\_\_\_

**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.



## Sign 3 Fly Free

Sign three new open members  
before Dec., 31/2013  
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 2013 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 2013

#### DEMANDE DE PERMIS DE MODÉLISTE 2013

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 14% (PE) \_\_\_\_\_

HST/TVH 13% (NB, NL, ON) \_\_\_\_\_

GST/TPS 5% (BC, 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

# Alberta (A)



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As I write this, I'm in the midst of preparing for the 2013 AGM, and by the time you read this, it will be history.

Please take the time to read the minutes of the meetings and the results of the voting on the various recommendations and resolutions so you'll be aware of any changes.

There are a number of amendments to our current documents proposed, especially to our Safety Code that will soon be published. These are not so much changes to what we have as standard rules/guidelines and best practices, but there are more specific dos and don'ts for clarification. With our ten-point Safety Code plus guidelines, it became apparent that with many members were of

the opinion that they really didn't have to follow the guidelines because they weren't 'rules.'

I am very much looking forward to the AGM, as it is an opportunity for me to personally meet with the other zone directors and several of the committee chairpersons in order to discuss at length some of the issues we face.

I'm glad to say that after the recent problems the Board of Directors has faced, we are now working well together in a positive manner. The membership should have no concerns about the continuing health of MAAC.

I hope many of you will consider visiting events at neighbouring clubs and perhaps take part in some form of competition. Believe me, a little friendly competition will make you and others into better, safer pilots, and will also be of interest to any members of the public

who are spectators.

Where the opportunity presents itself, our events are great for garnering the interest of potential new recruits. Have a club member take the time to approach spectators to explain our hobby and perhaps encourage future visits to the field.

I will have available a number of promotional items such as pamphlets, MAAC stickers etc. for use in promotion of the hobby. Give me a call to discuss getting some of these things for your event. Please give me as much lead time as possible.

For those of you who have stacks of model magazines that you don't regularly read, consider donating them to spectators at your events as added promotional props – perhaps with a sticker identifying your club with contact data included.

I hope you all enjoy a fun filled flying season. ✈

# Alberta (A)



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Directeur de zone  
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Au moment d'écrire ceci, je prépare mes affaires en prévision de l'AGA et au moment où vous lirez ces lignes, l'assemblée aura eu lieu. Veuillez prendre le temps de lire le procès-verbal des rencontres et les résultats découlant du vote sur les recommandations et les résolutions, de sorte à ce que vous soyez au courant des changements.

Plusieurs modifications ont été apportées aux documents proposés, surtout à notre Code de sécurité qui sera publié sous peu. Il ne s'agit pas là de modifications à titre des règlements et lignes directrices ou des pratiques exemplaires, mais plutôt des consignes sur quoi faire ou ne pas faire, à des fins de clarification. Grâce à notre Code de sécurité en dix points et à nos lignes directrices, il a vite été évident que plusieurs membres étaient d'avis qu'ils n'avaient pas à

suivre les lignes directrices parce qu'elles n'étaient pas des «règlements».

J'ai bien hâte à l'AGA puisque c'est l'occasion de rencontrer les autres directeurs de zone et plusieurs des présidents de comité afin de discuter plus longuement des problématiques à lesquelles nous nous butons.

Je suis heureux de déclarer qu'après avoir connu divers problèmes au sein du Conseil de direction, nous travaillons bien et de façon positive. Les membres ne doivent aucunement se préoccuper de la santé du MAAC.

J'espère que plusieurs d'entre vous songerez à vous rendre aux rassemblements de clubs voisins afin de prendre part à une forme quelconque de compétition. Croyez-moi, vous tremper dans une telle compétition amicale améliorera vos aptitudes et votre côté sécuritaire, sans oublier que cette activité plaira sûrement au public venu assister.

Lorsque l'occasion s'y prête, nos rassemblements ont le don d'attirer des

membres potentiels. Désignez un membre pour qu'il approche les spectateurs afin d'expliquer notre passe-temps et d'encourager ces mêmes visiteurs à revenir au terrain.

J'aurai bientôt une quantité d'objets promotionnels (dépliants, auto-collants du MAAC et autres) afin de faire la promotion de notre passe-temps. Appelez-moi si vous voulez vous en procurer en prévision d'un rassemblement. Laissez-le moi savoir le plus longtemps possible à l'avance.

Pour ceux d'entre vous qui possédez des piles de revues que vous ne lisez plus, songez à en faire don aux spectateurs lors de vos rassemblements, à titre d'objets promotionnels supplémentaires. Vous pourriez y coller une étiquette identifiant votre club et comportant les coordonnées essentielles.

J'espère que vous vivrez une saison de vol sensationnelle! ✈

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# Atlantic (B)



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Hello everyone.

I hope that you all had some good projects to work on this past winter. I am going to leave this space to a new program called the "Ace Program" which is the initiative of Jim Lloyd with the help of Andrew Colwell and it looks very interesting, so here it is. Enjoy.

## ACE PROGRAM

By Cato Hansen

Badges, crest, and emblems have long been a part of the air force and the civilian air industry here in Canada. They are symbols of a unit's pride and serve to reinforce a sense of commitment and camaraderie among the units members, so why not have something for our modeling community?

At the Atlantic Zone General Meeting, the Saint John Model Flying Club presented a new program that may encourage and support fellowship amongst pilots of different clubs across Canada. It was agreed on to start it here in the

Atlantic Zone, as a test, and a complete proposal was sent to the MAAC President and the Chairman of MAAC's P.R. Committee, Roy Rymer.

The basic idea behind this program is to promote fellowship, increase attendance at events, and promote future events and recognition for active pilots.

Traditionally, Aces are pilots who achieve a target number of aerial victories in combat. In this program, MAAC pilots tally their attendance at sanctioned events.

The pilot would download from the MAAC website a copy of the logbook. As they attend the events, they would have the Contest Director sign off on the logbook. After attending five events, the pilot would submit their logbook to their

club's executive. The executive would then request from MAAC head office a MAAC Ace Program package.

The package would include a congratulatory certificate, five vinyl adhesive decals to attach to planes, flight box, etc., and, possibly, an embroidered patch.

Additional items are potentially available for purchase through the normal MAAC means of providing such paraphernalia such as t-shirts, hats, pins, and such.

The program can even be extended to a 'Double Ace' by attending ten events.

The idea has been presented to a number of pilots from various clubs with only positive comments. This program is meant to be a means to help foster the community of pilots. ✈



# Atlantique (B)



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Bonjour, tout le monde.

J'espère que vous avez travaillé de beaux projets au cours de l'hiver. Je laisse cet espace rédactionnel à un nouveau programme des As, une initiative de Jim Lloyd (avec l'aide d'Andrew Colwell) et cela semble très intéressant. Bonne lecture.

Programme AS  
par Cato Hansen

Les écussons et emblèmes sont depuis toujours un volet intégral des Forces de l'air et de l'industrie aéronautique civile, ici au Canada. Ils sont le symbole de la fierté de membres d'une unité et renforcent le sentiment d'engagement et de camaraderie au sein des membres. Alors pourquoi ne pas créer quelque chose de semblable pour notre communauté d'aéromodélistes?

Lors de l'Assemblée générale de zone, le Saint John Model Flying Club a pré-

senté un nouveau programme qui pourrait encourager et soutenir l'esprit de camaraderie entre pilotes des divers clubs du Canada. Tous ont convenu de le faire démarrer ici dans la zone Atlantique en guise de projet pilote et une proposition en règle a été acheminée au président du MAAC et au président du Comité des relations publiques du MAAC, Roy Rymer.

L'idée maîtresse, c'est de faire la promotion de la solidarité et d'augmenter la participation aux rassemblements et de faire la promotion de rassemblements futurs, tout en reconnaissant publiquement les pilotes actifs.

Traditionnellement, les as sont des pilotes qui ont accumulé un certain nombre de victoires aériennes lors de combats. Dans le cadre de ce programme, les pilotes du MAAC pourront accumuler une preuve qu'ils ont participé à un rassemblement parrainé.

Ainsi, le pilote pourrait télécharger un exemplaire du journal de bord depuis le site Web du MAAC. Lorsqu'il se présente à un rassemblement ou à un concours, le

directeur de concours pourrait apposer sa signature dans le carnet. Après avoir participé à cinq événements, le pilote pourrait soumettre son carnet à l'exécutif de son club. L'exécutif pourrait alors faire une demande au siège du MAAC afin de recevoir une trousse du Programme des as.

Cette trousse renfermerait un certificat de félicitations, cinq décalques de vinyle à coller sur ses maquettes ou boîte de vol et, possiblement, un écusson brodé.

Les articles supplémentaires qui seraient potentiellement disponibles par le biais du catalogue de produits vendus du MAAC pourraient inclure des t-shirts, chapeaux, épinglettes, etc. Le programme peut même être bonifié du titre de double as, si le pilote s'est rendu à dix rassemblements.

L'idée a été présentée à plusieurs pilotes de divers clubs et les commentaires ont tous été positifs. Ce programme vise à engendrer davantage de pilotes au sein de notre communauté. ✈

# British Columbia (C)



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By the time you read this, the rain should be over, the skies should be blue and we won't be complaining about being too cold... We will be complaining about being too hot, club meetings will be finished, another build completed and the honey-do list can wait; let's fly!

This year, we can concentrate on increasing communication. A conference calling system has been set up for our use and we have had a couple of meetings, already. We've had one with your MAAC team and one club contact conference call.

The system works well, a meeting can be set up very quickly. Club presidents, event directors, MAAC members, etc. can request a meeting. We can send a blanket e-mail for any and all to attend, you can invite specific members. How about a quick off-season executive meeting? The system is here for you!

It would be great to have regular meetings to discuss ideas, share concerns, find out what other clubs are do-

ing etc.

As your ZD, I have one e-mail contact for each club. On the club renewal forms, the clubs pick one person as the MAAC contact. This is appreciated, but limiting. Not all clubs have an e-mail list and not all contacts share the content.

The MAAC mass e-mail system that has been used works to a point, but I find it rather impersonal. The MAAC Zone C website received very little traffic. It is funny, though; bad news makes it around the world before good news makes it to the other side of town! For now, I guess the best communication avenue we have is still face to face at events!

## BOARD UPDATE

There is a lot of energy going into our Safety Code and Guidelines and the MAAC Safety Documents (MSDs) and MAAC Policy and Procedure Documents (MPPDs) and rules for specific interest groups are all being examined. This effort stems from concerns from members and clubs. Eventually, these documents will be part of a document retrieval system that will make finding and understanding requirements easier.

The MAAC Safety Committee members, including our own Greg Milne, have put a lot of work into this!

## TRANSPORT CANADA

There are concerns about recent unmanned aircraft sightings and close calls around airports. Apparently, FPV-equipped aircraft are also being reported as flying unsafely above towns and residential areas.

The relationship MAAC has with Transport Canada is strong but negotiations for R/C airplane use around airports in general is a hot topic. I believe that MAAC will be part of the solution! Technology and skill are evolving!

## THOUGHTS FOR NEW PILOTS

As the year starts and as it progresses, remember that you are flying with some very experienced pilots. As a rule, they love to offer help, as long as you're willing to receive it.

Learn from your mistakes! We have all been there. That heckling in the background is just your pilot buddies remembering what it was like!

Finally, enjoy the learning curve! ✈

# Colombie-Britannique (C)



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Au moment où vous lirez ceci, la pluie devrait avoir cessé, le ciel devrait redevenir bleu et nous ne plaindrons plus du froid... Nous nous plaindrons de la chaleur, les réunions de club seront terminées et nous aurons terminé un autre projet aéronautique. Quant à la liste des tâches de notre compagne... elle devra attendre après nos vols!

Cette année, nous pouvons nous concentrer à améliorer la communication. Le MAAC a créé un système de conférence téléphonique et nous avons eu quelques réunions, déjà, grâce à cette technologie. Nous en avons eu une avec l'équipe du MAAC et nous avons réuni les personnes ressources des divers clubs par l'entremise d'un tel appel.

Le système fonctionne bien et une conférence peut être organisée très rapidement. Les présidents de club, les directeurs de concours, les membres du

MAAC et autres personnes peuvent réclamer une conférence téléphonique. Nous enverrons alors un courriel de masse, si bien que vous seriez alors bien libre d'inviter qui vous voulez. Que diriez-vous d'une conférence hors-saison au sein de l'exécutif? Ce système est là pour qu'on s'en serve!

Ce serait vraiment chouette d'organiser des réunions régulières afin de discuter d'idées et de partager nos inquiétudes et d'apprendre ce que font les autres clubs.

À titre de directeur de zone, je dispose d'une seule adresse courriel pour chacun des clubs. Sur la formule de renouvellement d'adhésion, les clubs doivent inscrire les coordonnées d'une seule personne qui entretiendra le contact avec le MAAC. C'est apprécié, mais ça limite un peu le champ d'action. Les clubs ne possèdent pas tous encore une liste d'adresses courriel et les personnes ressources ne partagent pas toujours les nouvelles.

Le système d'envoi de courriel en vrac

du MAAC utilisé jusqu'à maintenant fonctionne, mais je trouve ça impersonnel.

Le site Web de la zone C a reçu bien peu de visites. C'est drôle, hein? Les mauvaises nouvelles sont transmises autour du globe avant que les bonnes ne réussissent à se rendre tout juste à l'autre bout de la ville! Pour l'instant, je crois que la meilleure avenue de communication, ça demeure la conversation face à face lors des rassemblements.

Mise à Jour : le Conseil

Baucoup d'énergie a été consacrée à notre Code de sécurité et aux lignes directrices ainsi qu'aux documents sur la sécurité (MSD), de même que les documents de politique et de procédures du MAAC (MPPD). Les règlements à l'endroit des diverses catégories d'intérêt ont aussi été scrutés à la loupe. Cet effort est le résultat direct de certains soucis de la part des membres et des clubs. Éventuellement, ces documents seront incorporés à même un système de récupération des

*suite à la page 58*



# Manitoba and North Western Ontario (D)



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I have come to realize a long time ago that I know less and less, about more and more, the older I get. The great thing about the internet is that there are a variety of knowledgeable folks who can easily answer questions that are beyond the skill sets of a neophyte like myself.

The new technologies and upgrades are taking place at light speed but it is the present stuff that is hitting me like the shockwave generated by the chunk of rock that recently blasted by Russia.

The learning curve really does not apply to me, because the term implies that one is moving forward and making progress. In my case, it is more like standing still at the bottom of Niagara Falls in the river.

Here is what I learned about batteries when I asked and picked the brilliant minds of others. Large batteries (350 mah – 6000+ mah) should not be dis-

charged below 3.1 to 3.2 volts per cell. So a 1xxx mah 3 S battery should not be discharged below 9.3 – 9.6 volts. I tend to use the 3.2 volts per cell reading as by that point in discharge, you are not getting much power out of the battery, anyway. You can set the cut-off point in your ESC, so battery cut-off is automatic. Discharge below this level may kill your battery.

Unfortunately, LiPo batteries do not allow being run down the same as a NiCad or NiMh battery. With the small batteries, if you discharge below 3.1 volts per cell (the small indoor type battery), you will notice a large output drop as the battery reaches the 3.2 volts per cell and you will not be able to maintain flying speed. If you go below the 3.0 volts per cell, the power drop-off is very noticeable.

LiPo batteries have a very flat discharge rate until they reach their end voltage, and then the curve goes to a vertical line. Most small ESCs you get with the typical indoor type model are pre-set

to cut off at the 3.0 to 3.1 volts per cell range and you will find that you still have enough power for your radio but you are well advised to land promptly. You can restart your motor and it will run for a very brief period before the low voltage cut-off cuts in again and shuts your motor down – for use in emergency situations.

For more information, check this site out:

<http://www.horizonhobby.com/products/tm1000-dsmx-full-range-aircraft-telemetry-module-SPM9548>. Once you land, you can measure the capacity of the battery using something like a HITEC LiPo battery checker. Eagle Tree has some equipment that will send live on-board data to a wireless unit on the ground: <http://www.eagletreesystems.com/MicroPower/micro.htm>.

This are also some great articles on LiPo batteries here: <http://www.rchelicopterfun.com/rc-lipo-batteries.html> <http://www.maxamps.com/lipo-care.php> ✈

# Manitoba/Nord-ouest Ontario (D)



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Je me suis aperçu voilà un moment que j'en connais de moins en moins sur de plus en plus de choses à mesure que je vieillis. Ce qui est chouette d'Internet, c'est qu'une quantité appréciable de personnes bien informées peuvent aisément répondre aux questions qui dépassent les connaissances de néophytes comme moi.

La nouvelle technologie et les améliorations qui se manifestent à une vitesse d'enfer, tout cela me frappe de la même façon que la météorite qui a fini sa course au-dessus de la Russie.

La courbe d'apprentissage ne s'applique pas à moi parce que cette terminologie insinue que la personne fait des progrès. Dans mon cas, je suis plutôt immobile au fond de la rivière du Niagara, sous les chutes.

Voici ce que j'ai appris sur les piles lorsque j'ai demandé aux autres dotés d'un brillant cerveau. Les grosses batteries (350 mAh – 6000+ mAh) ne devraient pas être déchargées sous la barre des 3,1 à 3,2 volts par élément. Si bien qu'une batterie de 1 xxx mAh 3 S ne devrait pas être

déchargée à moins de 9,3 à 9,6 volts. J'ai tendance à utiliser une lecture de 3,2 volts par élément puisque rendue à cette décharge, vous ne pourrez extraire beaucoup de puissance de votre pile, de toutes les façons. Vous pouvez établir le point d'arrêt de votre contrôleur de vitesse de sorte à ce qu'il interrompe l'alimentation automatiquement. Si vous déchargez sous ce seuil, il se peut que vous détruisiez votre pile.

Malheureusement, les piles au Li-Po n'aiment pas se faire décharger comme les NiCad ou les NiMh. Pour ce qui est des petites piles, vous pouvez les décharger sous les 3,1 volts par élément (du genre pour les maquettes de vol intérieur), vous remarquerez une très grande perte au moment où votre pile frappe les 3,2 volts par élément, si bien que vous n'arriverez pas à maintenir une vitesse de vol. Si vous passez sous la barre des 3,0 volts par élément, la perte de puissance est aisément reconnaissable.

Les piles au Li-Po possèdent un taux de décharge très linéaire et faible jusqu'à ce qu'elles atteignent leur voltage de toute fin; la courbe de puissance décroira alors une courbe verticale. La plupart des contrôleurs de vitesse qui sont offerts avec une maquette typique de vol intérieur

sont réglés afin d'interrompre l'alimentation aux environs de 3,0 à 3,1 volts par élément et vous vous apercevrez que vous possédez suffisamment de puissance pour votre émetteur; vous feriez mieux, cependant, de faire atterrir votre maquette dans les plus brefs délais. Vous pouvez faire redémarrer votre moteur mais il ne tournera que pendant un petit moment avant que le mécanisme de bas voltage le fasse arrêter -- à utiliser en des situations d'urgence.

Pour en savoir plus long, consultez le site suivant :

<http://www.horizonhobby.com/products/tm1000-dsmx-full-range-aircraft-telemetry-module-SPM9548>.

Une fois que vous aurez fait atterrir votre maquette, vous pourrez alors mesurer la capacité de votre pile à l'aide d'un vérificateur de type Hitec pour les piles Li-Po. Eagle Tree offre de l'équipement qui enverra des données embarquées à un dispositif sans fil au sol : <http://www.eagletreesystems.com/MicroPower/micro.htm>.

On trouve aussi de bien bons articles sur les piles Li-Po en se rendant au site : <http://www.rchelicopterfun.com/rc-lipo-batteries.html> <http://www.maxamps.com/lipo-care.php> ✈

# Middle/ Millieu (E)



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I am pleased to entertain the reports submitted from time to time from any members of our own zone E.

This issue, I have a report about the Annual Vintage Fun-Fly of the Rose City Model Flyers, (RCMF) that took place the 25th of August, 2012. The event is on again this year on August 24th! (Rain date is the next day.) Please try to attend. It will be a great time, I assure you! Thanks to Rob Rittner for this report:

*"The Rose City Model Flyers held their second Annual Vintage Fly-In last August at the Rose City Model Flyers' Marshville Airpark in Wainfleet, Ontario. The event was the brainchild of RCMF member Andy "Ninja" Fakla and was open to any MAAC member with model airplanes representing the beginning of flight to 1939 period.*

*"Many pilots from a variety of clubs were present and enjoyed the idea of flying their slow, scale models around the farmland sky. Approximately 30 pilots were registered, an increase from last year. A big hit was Fort Erie's own Pat Deschamps with his 1/3rd scale Boeing Stearman, PT-17.*

*"Some of the other aircraft on hand*



*Sopwith Dove at the Rose City Vintage Fly-In, including a fine feathered friend. / Un Sopwith Dove au Rose City Vintage Fly-In, en compagnie d'un ami.*

*included a Sopwith Dolphin, Sopwith Dove, several electric bipes and many more.*

*"This is one event where you don't have to worry about competing with the fast boys while trying to step back in time."*

If you would like to post your event or historical info, please e-mail me the article. This would be really appreciated by our members. Thanks.

On a sad note, Werner Klebert passed away on Friday evening, March 8th at St. Peter's Hospital in Hamilton. Werner was a superb builder, a highly skilled pilot and also a prolific designer of sailplanes. He was recognized by MAAC with a Lifetime Achievement Award for his contribution to the sport in 2012, which I had the opportunity to present to him. He always attended our AZMs with enthusiasm. He will be missed. ✈

# Middle/ Millieu (E)



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

Il me fait plaisir de vous faire part des rapports que me soumettent à l'occasion des membres de notre zone.

Dans ce numéro-ci, Rob Rittner nous offre ce compte-rendu de l'Annual Vintage Fun-Fly des Rose City Model Flyers (RCMF) du 25 août dernier. L'édition aura lieu le 24 août, cette année (en cas de pluie, c'est remis au lendemain) :

*«Les Rose City Model Flyers ont organisé le deuxième rassemblement Vintage Fly-In en août dernier au Marshville Airpark à Wainfleet (Ontario). Celui-ci est né d'une idée qu'a eue Andy Ninja Fakla et tous les membres du MAAC qui possèdent une copie volante de l'époque des*

*pionniers jusqu'à 1939 étaient invités. «Plusieurs pilotes de plusieurs clubs étaient de la partie et ont bien aimé l'idée de faire voler leurs maquettes au-dessus des terres agricoles. Environ 30 pilotes se sont inscrits, ce qui était davantage que la première année. L'avion le plus apprécié a probablement été le Boeing PT-17 Stearman à l'échelle un tiers de Pat Deschamps (de Fort Érié).*

*«Les autres maquettes sur place comprenaient un Sopwith Dolphin, un Sopwith Dove, plusieurs biplans à propulsion électriques et bien d'autres.*

*«Il s'agit d'un rassemblement au cours duquel vous n'avez pas du tout à vous soucier des pilotes dont les avions sont plus rapides, pas plus que vous n'avez à craindre de revenir dans le passé.»*

Si vous voulez faire connaître votre

propre rassemblement ou offrir des renseignements historiques, envoyez-moi l'article par courrier électronique. Nos membres apprécieraient tout contribution. Merci.

J'ai le regret de vous informer du décès de Werner Klebert, le vendredi soir 8 mars à l'Hôpital St. Peter's de Hamilton. Werner était un constructeur hors pair, un pilote doué et un concepteur assez prolifique de planeurs. En 2012, le MAAC l'a reconnu en lui remettant le Prix de l'accomplissement d'une vie pour la contribution qu'il a apportée au sport et c'est moi qui lui ai remis. Il participait toujours à nos assemblées de zone avec enthousiasme. Plusieurs vont s'ennuyer de lui. ✈

# Northern (F)



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As I write this, I am just back from the MAAC Annual General Meeting in Saskatoon.

Most of you are aware that there has been a lot of unrest in 2012 at the Board and Executive Committee level, culminating in the resignation of our President, last fall. I am pleased to say that all the major actors were at the AGM and most outstanding issues were openly discussed and settled and a new Executive Committee is in place, including me as Vice President.

MAAC is in good shape. The finances are fine and a realistic budget is in place for 2013. The office is operating smoothly and without problems. There were no major accidents in 2012 and placing our insurance coverage for 2013 did not present any challenge.

If any of you have any questions regarding MAAC or the direction the Association is headed, feel free to ask. If your concerns are at the club level, I would be pleased to attend any club meeting and bring you up to date.

There was more good news for our zone as the Board confirmed that Graeme Ellis, of the Soo Club, was con-

firmed as the 2013 recipient of the MAAC bursary to help with his educational costs.

There will be a complete article in the next Model Aviation Canada about this fine young man.

Flying season will be late starting this year due to the late spring and snow coverage last winter. Indoor Flying filled in the time over the winter, as usual. This activity seems to be on the up trend in our zone, particularly due to activity of spark plugs like Gaston Boissonneault, and Christian Moes.

Why not plan on visiting some of the other clubs in our zone as a guest or at one of the Fun Fly events in 2013? Premier among these is the Zone Fly being hosted this year by the Cambrian Club, on July 6.

Do you have something to say or enjoy writing? I would be happy to have input for this column, including turning it over to one of you for an issue if you can manage it!

Please enjoy the upcoming flying season and above all, fly safely. ✈



# Nord (F)



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Au moment où j'écris cette chronique, je reviens tout juste de l'Assemblée générale annuelle du MAAC à Saskatoon.

La plupart d'entre vous savez que l'année 2012 a été très tumultueuse au Conseil de direction et à l'exécutif; l'apogée a été atteinte lorsque notre président a démissionné, l'automne dernier. J'ai le plaisir de vous dire que tous les acteurs de l'histoire étaient présents à l'AGA et que la plupart des situations ont été librement discutées et réglées; un nouvel exécutif est en place et j'y siégerai à titre de vice-président.

Le MAAC est en santé. Les finances vont bien et un budget réaliste a été approuvé pour 2013. Le bureau fonctionne bien. Aucun accident n'a été déploré en

2012 et il a été facile de renouveler notre protection d'assurance en 2013.

Si certains d'entre vous avez des questions relativement au MAAC et à la direction qu'entend prendre l'Association, veuillez me demander. Si vos inquiétudes se situent à l'endroit de votre club, il me ferait plaisir de me présenter à l'une de vos réunions et d'expliquer la situation.

Nous avons reçu d'autres bonnes nouvelles pour notre zone puisque le Conseil de direction a confirmé qu'un membre du Soo Club, Graeme Ellis, est le récipiendaire de la bourse du MAAC afin de l'aider à défrayer ses dépenses d'études. Vous verrez un article complet sur ce jeune homme dans le prochain numéro de Model Aviation Canada.

La saison de vol débutera tardivement cette année en raison du printemps qui a commencé plus tard et de la couverture de neige qui n'a pas fondu rapidement.

Le vol intérieur en a occupé plus d'un pendant l'hiver, comme d'habitude. Cette activité est de plus en plus populaire au sein de notre zone, probablement en raison des activités de nos bougies d'allumage comme Gaston Boissonneault et Christian Moes.

Pourquoi ne pas planifier rendre visite à d'autres clubs au sein de notre zone à titre d'invité, ou lors de rassemblements de type Fun-fly? Celui de la zone est incontournable; l'hôte est le Club Cambrian, le 6 juillet.

Avez-vous quelque chose à dire ou encore, vous aimez écrire? Il me ferait plaisir de récolter les renseignements pour cette chronique et je vous passerais volontiers l'espace rédactionnel, pour un numéro, si vous pensez être à la hauteur!

Amusez-vous lors de la prochaine saison de vol et surtout, pilotez en toute sécurité. ✈

Claude Melbourne 58082L  
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La chronique de ce mois nous parvient de Simon Nadler, par le biais de Chris Malcolmson :

«Ah non, qu'ai-je fait?»

«Cette phrase tristement célèbre pourrait constituer ma nouvelle marotte mais je préfère m'en servir afin de décrire la sensation qui m'anime lorsque je pense au succès que remportera le nouveau rassemblement Scale over Ottawa!

«L'idée est née de la frustration de devoir parcourir des centaines, voire de milliers, de kilomètres afin de se rendre à des rassemblements de copies volantes. Depuis, cette idée folle de ramener des copies volantes au sein de la zone G s'est littéralement envolée de ses propres ailes.

«Je suis maintenant plus actif au sein de cet incroyable passe-temps que jamais et le moment ne saurait être mieux choisi! J'ai parcouru beaucoup de chemin depuis mon premier planeur lancé-main d'il y a 37 ans et, comme plusieurs d'entre nous, j'ai gravi les échelons en passant par les maquettes à propulsion élastique, les planeurs de vol libre, le vol circulaire et circulaire de combat, les planeurs télécommandés et les maquettes de vol sportif pour me rendre jusqu'aux copies volantes et les copies volantes acrobatiques que je fais évoluer aujourd'hui.

«J'ai aussi connu des épisodes d'hélicoptères de vol intérieur, des foamies de vol 3D et j'ai fait démarrer le programme d'école de vol en plus de la coordonner à titre d'instructeur-pilote en chef chez la Stetson Flyers Model Aircraft Club, à l'Est d'Ottawa.

«L'idée de départ était de faire en sorte que ce nouveau concours soit dédié strictement aux copies volantes, mais Scale over Ottawa a évolué afin de devenir une école de formation en prévision des concours de copies volantes. Cette terminologie de boot camp n'est pas habituellement associée à de la compétition de copies volantes mais elle vise à vous faire sortir de votre atelier pour vous faire entrer dans un environnement détendu et propice à un apprentissage ludique afin de montrer votre dernière création.

«N'ayez crainte! Ce boot camp ne vous montrera pas seulement chaque volet

d'une compétition de type Fun Scale, à commencer par le jugement statique et en se terminant par vos vols.

«Une copie volante est une réplique d'un aéronef plus lourd que l'air et qui transporte un passager. Lors d'une épreuve Fun Scale, n'importe quelle maquette de copie volante -- ARF, kit ou même l'avion que vous avez acheté de quelqu'un -- est ainsi admissible.

«Que diriez-vous de devenir un juge? Plusieurs modélistes/concurrents expérimentés sont assemblés à l'heure actuelle par Chris Malcolmson afin d'organiser une journée de formation des juges, en mai.

«Des pilotes de démonstration, dont Scott Clarke et Alfie Bojalil exécuteront les séquences pour que les juges puissent s'entraîner à quoi surveiller et sur la façon d'attribuer un pointage aux divers types d'aéronefs.

«La meilleure portion de ce rassemblement, c'est que vous pouvez autant être un juge qu'un concurrent. Nous sommes à planifier un horaire de rotation à cet effet.

«Cette compétition Fun Scale est prévue pour le samedi 20 juillet 2013. Le lendemain, nous offrons un Fun-fly pour copies volantes uniquement au superbe terrain des Stetson Flyers. Ce devrait être une fin grandiose à une fin de semaine sensationnelle!

«Sont invitées au Fun-fly toutes les maquettes qui reproduisent des appareils à l'échelle réelle, mais les pilotes de copies volantes foamies, ARF, constructions sur commande et aéronefs à voilure tournante sont aussi invités.

«Ne ratez pas cette occasion de voir évoluer vos collègues de copies volantes et de faire voler la vôtre et de passer une journée entière au sein du meilleur passe-temps au monde!

«Le mot d'ordre, c'est d'inclure tout le monde et nous avons planifié l'évènement de sorte à ce que le plus grand nombre de pilotes puissent s'y déplacer. Même si vous ne pilotez pas habituellement des copies volantes, venez faire un tour et faites partie de Scale over Ottawa en compagnie de vos amis, de votre famille. Amusez-vous et profitez du Soleil!

«Vous trouverez tous les renseignements voulus au site Web (<http://scaleoverottawa.ca>) ainsi que sur la page Facebook ([www.facebook.com/scaleoverottawa](http://www.facebook.com/scaleoverottawa)).

«Plusieurs commanditaires nous ont déjà assuré de leur participation et ont offert de généreux prix pour les pilotes. Bientôt, vous pourrez vous inscrire à l'avance et cela vous procurera non seulement un t-shirt mais vous deviendrez admissible au tirage de prix supplémentaires.

«J'espère que Scale over Ottawa relancera l'enthousiasme pour les copies volantes au sein de notre zone et qu'il permettra à des pilotes d'entrer dans le giron de la compétition. Avec un peu de chance, cela réinjectera de la vie dans ce qui, pour moi, demeure le volet le plus fascinant du vol télécommandé.

«Rejoignez-nous à l'occasion de ce premier rassemblement annuel et contribuez à son essor afin qu'il prenne une ampleur provinciale et même nationale! Si vous avez quelque question que ce soit, vous pouvez communiquer avec moi, Simon Nadler, au [info@scaleoverottawa.ca](mailto:info@scaleoverottawa.ca).» ✈

Ottawa Valley (G)

From page 19

see and fly with your fellow scale modelers and spend a day immersed in the best hobby in the world!

"Inclusion is the order of the day and we have positioned the event to include as many pilots as possible. Even if scale isn't your thing, come out and be a part of Scale over Ottawa with friends, family, fun and sun!

"All the information you need is posted on the website (<http://scaleoverottawa.ca>) and in Facebook ([www.facebook.com/scaleoverottawa](http://www.facebook.com/scaleoverottawa)).

"Several sponsors have already been secured for this event along with generous prizes donated for pilots. Pre-registration will be available shortly which will not only get you a T-shirt, but will also put you into a draw for additional prizes.

"I hope Scale over Ottawa will re-ignite enthusiasm for scale aircraft in our zone, introduce pilots to friendly scale competition and breathe life back into what is, for me, the most fascinating aspect of R/C modeling.

"Join us for the first annual event and help grow this into a provincial or national event! If you have any questions contact me, Simon Nadler, at [info@scaleoverottawa.ca](mailto:info@scaleoverottawa.ca)" ✈

# Ottawa Valley (G)



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This Month's column comes to us from Simon Nadler, by way of Chris Malcolmson:

"Oh no, what have I done?"

"This ominous phrase could be my new motto, but it is better used to describe the feeling that the new 'Scale over Ottawa' event is going to be a success!"

"Born through the frustration of hav-

ing to travel hundreds if not thousands of kilometres to attend any large scale events, this crazy idea to bring scale back to Zone G has literally sprouted wings and taken flight.

"I'm more active now in this amazing hobby than I have ever been and it is a fantastic time to be involved! Today is a long way from my first chuck glider 37 years ago and like many, I climbed the ladder through rubber power, free flight gliders, control line, combat, soaring & R/C sport aircraft through to the scale

and giant scale aerobats I fly today.

Interspersed through this timeline is indoor helicopters, 3D foamies, designing and starting up the Flight School program and running it as the CFI for the Stetson Model Flyers Club in East Ottawa.

"Starting with the idea of being a pure scale contest, Scale Over Ottawa has evolved into a scale competition boot camp. The term is not usually associated with scale competition but is designed to get all of you out of the workshop

and into a relaxed & fun learning environment to show off your masterpieces.

"Fear not! The boot camp will not only walk you through every aspect of Fun Scale competition from static judging to your flights.

"A scale model is a replica of a heavier than air, fixed-wing man-carrying aircraft. In Fun Scale, any scale model -- ARF, kit or even a purchased model -- is eligible.

"Would you like to be a judge? Several experienced and expert scale modellers/competitors are being organized by Chris Malcolmson to host a judges' training day in May of this year.

"Demonstration pilots including Scott Clarke & Alfie Bojalil will fly the sequence as judges are trained on what to look for and how to score for differing types of aircraft.

"The best part of the event is you can be both a judge and a competitor. We are arranging a rotating schedule to allow for this.

"The Fun Scale competition is scheduled for Saturday July 20, 2013. The next day is a scale-only Fun Fly at the gorgeous Stetson field and promises to be a fantastic end to a great scale weekend!

"The Fun Fly includes any and all models that replicate full scale counterparts but is extended to include everything from foamies & ARFs through to exotic custom builds and rotary-winged aircraft.

"Don't miss this opportunity to

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Au moment où vous lisez ce rapport de zone, l'Assemblée générale annuelle du MAAC aura eu lieu à Saskatoon et les décisions sur les recommandations et les résolutions émanant des membres auront été prises. Plusieurs changements ont été apportés afin de faire en sorte que le MAAC poursuive sur sa lancée et qu'il fonctionne mieux en cette ère électronique.

L'un des gros changements concerne les lignes directrices et le Code de sécurité. Ces documents importants ont monopolisé l'attention du Comité de sécurité et de quelques autres comités au moment de les réécrire afin qu'ils deviennent la nouvelle référence (MAAC Safety Documents) et les documents sur les politiques et la procédure (MAAC Policy and Procedure Documents).

Cela semble bien compliqué mais en réalité, nos règlements sont maintenant plus clairs. Le Code de sécurité semble compliqué à première vue mais si on le scrute d'un peu plus près, vous vous apercevrez que la plupart de nos disciplines comportent maintenant un document se rapportant à la sécurité. Certains d'entre eux font référence à une ou plusieurs politiques.

Voici quelques exemples. La directive 3, c'est l'ensemble des règlements régissant toutes les maquettes d'aéronef (lecture obligatoire pour la plupart d'entre nous); la directive 4 traite des maquettes de vol libre; la directive 5 s'attarde aux maquettes de vol circulaire et la directive 6 englobe la catégorie générale de toutes les maquettes d'aéronefs télécommandés. Le reste des directives traite d'à peu près tous les autres genres de maquettes (vol intérieur, park flyers, hélicoptères, etc.).

Les documents de sécurité et les documents sur les politiques et la procédure doivent être considérées comme étant des documents en mutation et des changements seront apportés, au besoin. Je veux remercier Doug Anderson (président du Comité sur la sécurité) ainsi que tous les membres de celui-ci ainsi que notre propre Larry Rousselle (président du Comité sur les assurances) pour tout le travail qu'ils ont fait aboutir pour notre bien collectif.

La directive 8 (Vol par immersion ou

First Person View, FPV) est d'intérêt particulier, compte tenu de la publicité négative que ce volet d'activité a reçu, dernièrement.

Le vol par immersion est le segment qui connaît la plus forte croissance et de nouvelles technologies font leur apparition au sein de notre passe-temps et sont excitantes au point où plusieurs d'entre nous avons hâte d'y tremper, prochainement. La présence de certains engins de vol par immersion à l'intérieur d'un espace contrôlé, créant ainsi un danger potentiel, ont fait froncer des sourcils plusieurs personnes au Canada, aux États-Unis et en Europe. Des enquêtes entourant ces incidents ont été lancées et pourraient mener à des modifications à la façon dont nous faisons tous voler des maquettes.

Nos comités travaillent bien fort afin de rassurer Transports Canada à l'effet que le MAAC n'encourage pas ce genre d'activité et qu'il s'est doté de règlements l'interdisant. Nous tentons de transmettre le message à nos membres et nous espérons qu'il se rendra aussi aux pilotes de vol par immersion qui ne sont pas membres du MAAC.

Si certains d'entre vous connaissez quelqu'un qui se livre à ce genre d'activité, veuillez leur expliquer le danger auquel ils exposent les aéronefs à l'échelle réelle et qu'ils enfreignent l'un des rares règlements que Transports Canada applique à tous les modélistes. Notre sort est enviable en ce que nous ne sommes pas limités par quantité de règlements et ce serait bien dommage de perdre cette liberté.



*Chris Cox and his beautiful control line model 'Crossfire.' Chris became the Northwest control line overall precision aerobatics champion and overall stunt champion for 2012. Congratulations Chris! Well done. Thank you Pete Ferguson and Flying Lines for the use of the photo. / Chris Cox et son magnifique appareil de vol circulaire Crossfire. Chris est devenu champion d'acrobatie de précision toutes catégories du Nord-ouest et champion acrobatique en 2012. Félicitations, Chris! Beau travail. Merci à Pete Ferguson et à Flying Lines pour l'utilisation de la photo.*

Veillez ne pas faire voler votre maquette de vol par immersion au-delà des limites qu'ont suggérées les Comités de vol par immersion, sur la sécurité et sur les assurances. Souvenez-vous que vous ne pouvez pas faire voler votre maquette au-delà des limites du terrain généralement reconnues dans la demande de parrainage auprès du MAAC. Vous ne pouvez pas non plus faire voler votre appareil au-dessus ou près de personnes, de véhicules ou d'édifices. Travaillons main dans la main afin de faire en sorte que nous puissions nous amuser au sein de notre passe-temps, et ce, dans toutes les disciplines.

La PAC West R/C Flyers Society (PWRCF) est un club de maquettes qui a été créé afin de trouver un autre terrain de vol dans la région de Victoria. Son intention, c'était de former un club parrainé par le MAAC (MAAC #763) à l'aide

*suite à la page 57*

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By the time you receive this zone report, the MAAC Annual General Meeting (AGM) in Saskatoon will be behind us, as will be the decisions on all of the recommendations and resolutions that came from our members. Many of these changes have been made to allow MAAC to move forward more efficiently in this electronic world.

One of the big changes coming is to the Safety Code and Safety Guidelines. These important documents have received very much attention from the Safety Committee, along with the other committees, while rewriting these documents into the new MAAC Safety Documents (MSDs) and MAAC Policy and Procedure Documents (MPPDs.)

It all sounds a bit cumbersome but in reality, it has added needed clarity to our rules. The Safety Code may at first seem a little complicated, but when looked at carefully, you will realize that most disciplines have a safety document relating to it. In some of the safety documents, there are references to one or more policies.

A few examples of these are MSD #3 which are the rules for 'All Model Aircraft,' pretty much mandatory reading for all of us; MSD #4 'Free Flight Model Aircraft'; MSD #5 'Control Line Aircraft' and MSD #6 'General Category R/C Model Aircraft.' The rest of the MSDs cover just about everything else from indoor, park flyer, helicopter, etc.

The Safety Documents and Policy and Procedure documents need to be thought of as works in progress that will change as necessary. I want to thank Doug Anderson, MAAC Safety Committee Chair, all of his committee members and our very own Larry Rousselle, MAAC Insurance Chair, for all of the work they put into this for all of us.

The document MSD #8 First Person View (FPV) is of special interest, considering the bad publicity this wonderful part of our hobby has received lately.

First Person View is one of the fastest growing and most exciting technologies to come to our hobby in a long time and it is something that many of us are looking forward to getting involved with, in the future. The recent actions of a few



*PAC WEST R/C Flyers. From l. to r.: Steve Weber, Scott Thompson, Brian Peddie, Julian Edgcombe, Mark Waddington. Steve actually put an advert on Kijiji asking for some space for a flying field and this was the result. / Quelques pilotes des PAC West R/C Flyers. De g. à dr. : Steve Weber, Scott Thompson, Brian Peddie, Julian Edgcombe et Mark Waddington. Steve a placé une annonce en ligne sur Kijiji en demandant si quelqu'un pouvait offrir de l'espace pour un nouveau terrain de vol et ceci a été le résultat.*

flying FPV in controlled airspace and creating a severe hazard to full-scale aircraft have raised more than a few eyebrows in Canada, the U.S.A. and Europe. There are ongoing investigations into these incidents that will, if left unchecked, lead to changes to the use of model aircraft for all of us.

Our committees have been working to reassure Transport Canada that MAAC does not condone this type of activity and has specific rules against it. We are trying to get this message to our members and, hopefully, to those FPV flyers who are not MAAC members.

If any of you know of anybody involved in this type of activity, please explain to them the grave danger they are causing to full-scale aircraft, and that they are breaking one of the few rules that apply to all modellers from Transport Canada. We have a very good thing going with very few restrictions and it would be a real shame to lose it.

Please don't fly beyond the limits which have been recommended by the FPV, Safety and Insurance Committees. Please remember that you cannot fly past the field boundaries agreed to in the field registration, nor can you fly above or near people, cars or buildings at any time. Let's work together to ensure that we can all continue to enjoy our hobby in all of its disciplines.

The PAC West R/C Flyers Society

(PWRCF) is an R/C club that was formed to try and find another model airplane flying site in the Victoria area. The club's intention was to form a MAAC-sanctioned club (MAAC #763) with only five members and keep it that way until they secured a flying site. Earlier this year, Steve Weber decided to place a wanted ad on Kijiji: "Model Airplane Club looking for a flying field." They got a response from a landowner in Sooke.

On March 2, 2013 the club members and I met at the field to discuss different possibilities for field layout, all of which met the MAAC Safety Code and field layout guidelines. The club then began discussions and came to a tentative deal with the owner to develop the flying site. The proposed flying field is located approximately 2 km South of Sooke, on West Coast Road. If you are looking for information on the club and the flying site, visit its website at [www.pwrcfs.com](http://www.pwrcfs.com).

The following letter is from our MAAC FAI Precision Aerobatics Team Manager, Dave Reaville:

*"The Canadian Precision Aerobatics Team will once again represent Canada in the upcoming F3A World Championships in South Africa, this coming August. Canada has a reputation of sending our best F3A flyers in the country to these championships and this year will be no exception.*

*continued on page 57*

# Québec (I)



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Directeur de zone  
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Le printemps est officiellement arrivé, de même qu'une nouvelle saison de vol. Les quelques derniers mois ont été fort occupés et ont généré beaucoup d'excitation.

Quelques expositions de maquettes ont été organisées, dont celle d'Alma (Québec) et nous avons reçu quelques photos et un compte-rendu. Ces expositions constituent une bien belle façon de nous faire voir auprès du public et de leur faire s'apercevoir à quel point notre passe-temps peut très bien s'inscrire au sein de la communauté.

*«Le club d'avions téléguidés d'Alma a tenu son exposition annuelle les 2 et 3 mars. Notre activité nous a permis d'amasser des fonds, de montrer fièrement nos maquettes et de faire connaître notre passion à la population d'Alma et des environs.»*

*«Plusieurs personnes ont démontré un grand intérêt pour notre loisir et ont posé plusieurs questions fort intéressantes.»*

Le Club Air Modéliste de Saint-Apollinaire a aussi préparé un gros rassemblement à Québec qui a attiré plusieurs clubs et participants d'un peu partout en province.

L'AGA est maintenant chose du passé et les activités l'entourant se sont bien déroulées. Le Conseil de direction compte maintenant quelques nouveaux visages en



De g. à dr. : Marie Côté (secrétaire), Daniel Gagné (président) et Denise Villeneuve (trésorière). / L. to r.: Marie Côté (secretary), Daniel Gagné (President) and Denise Villeneuve (treasurer.)

provenance d'endroits différents. La brochette actuelle de directeurs renforcera le MAAC de plusieurs façons et ces personnes sauront défendre les intérêts des membres avec brio.

Enfin, le printemps est arrivé, si bien que je vous demande de ne pas oublier de renouveler votre adhésion. Nous tentons de fracasser un autre record, celui de la plus importante augmentation (en pourcentage) de membres au Canada et j'aurais besoin de votre aide pour y parvenir.

Vérifiez les annonces et le calendrier d'évènements à venir au site Web

du MAAC de sorte à ne manquer aucun Fun-fly parmi ceux qui sont prévus au cours de l'été.

En voici quelques-uns :

1-2 juin : Float-fly (sur flotteurs) du Club CARC de Trois-Rivières.

Le Fun-fly provincial du Québec aura lieu au Club Aéromodélisme Saguenay inc. à l'aéroport de Saint-Honoré à Chicoutimi, les 24 et 25 août. C'est un endroit de vol absolument sensationnel.

J'ai bien hâte de vous voir à l'un ou l'autre des Fun-flies. ✈

# Québec (I)



Rodger Williams 9587L  
Zone Director  
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Spring is officially here and so is a new flying season. Looking back over the last couple of months it has been extremely busy and full of excitement.

There were a few model shows, such as the one in Alma, Québec, and we have a couple of photos and write-ups to share from those. Model shows are a great way to put us in the public eye and let them see how well our hobby fits into the realm of the community.

*"The Alma Model Airplane Club held its annual exhibition on March 2-3. This event allowed us to raise some funds, to*

*proudly display our models and to show our passion for our hobby to the population of Alma and area.*

*"Many people showed some interest in our hobby and asked many interesting questions."*

Club Air Modéliste de St-Apollinaire also had a large two-day event in Quebec City which drew many clubs and participants from all over the province.

The AGM has come and gone and so has the rush of activity that comes with it. Some new faces and some new places have surfaced on the Board of Directors. The current line-up will strengthen MAAC in so many ways and will represent the members with high regard.

Lastly, Spring is here so don't forget

to renew your membership. We are trying to break another record with the highest zone percentage increase in Canada and I need your help to do this.

Check out the announcements and calendar of events on the MAAC website so you don't miss any of the great Fun Flies that are planned for the summer season.

Some of the notable ones are:

June 1 and 2: Float Fly hosted by CARC Trois-Rivières.

The Québec Provincial Fun Fly will be hosted by Club Aéromodélisme Saguenay inc. at the Saint-Honoré airport in Chicoutimi, August 24 & 25. This is a fantastic flying site.

Looking forward to seeing you all at the Fun Flies. ✈



# St Laurent (J)



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## TECH INFO SEMINAR BY ÉRIC GIRARD

"The Saint-Laurent zone is pleased to announce that it held a second Tech info seminar led by Éric Girard in February. The subject was programming of transmitters, servos and other electronic devices. The seminar was held in the new Côte-St-Luc recreation centre in the morning and then followed by indoor flying in the new gymnasium with stellar demos by Alexandre Gareau and his dad, Richard Gareau. Guess who's demo got the most attention?"

## CLUB MODÉLISTE

### ST-CYPRIEN DE NAPIERVILLE... BUSTLING DURING SPRINGBREAK BY JACQUES DESLAURIERS 78804

"The Club Modéliste Montérégie St-Cyprien de Napierville, in collaboration with Napierville's Recreation Service, organized an interior RC activity during Spring Break. The goal was to interest youngsters to this fascinating hobby.

"Many boys and girls came to watch how planes, helicopters and jets work. They were so enthusiastic that we can count on their future take-over. Many of them tried and discovered the pleasure of flying helicopters, testing their reflexes and acquiring skills.

"The members of the club clearly and successfully shared their knowledge and passion and it is an activity to schedule again for sure."

### XAVIER MOUREAUX REPRESENTS MAAC AT FAI F3P INDOOR WORLDS

The Saint-Laurent Zone wishes to compliment Xavier Moureaux and his team for having represented MAAC at the FAI F3P INDOOR WORLD event competition in Couburg, Germany,



Éric Girard's tech seminar at the Côte-Saint-Luc recreation centre was a hit with everyone! / L'atelier technique d'Éric Girard au centre des loisirs de Côte-Saint-Luc a remporté beaucoup de succès auprès des participants!

February 2-9, 2013. Below are hyperlinks showing pictures of the events.

WC F3P Practice  
<https://picasaweb.google.com/109974795506183947946/2013WCF3PPractice#>

WC F3P Preliminaries  
[https://picasaweb.google.com/109974795506183947946/2013\\_0206WCF3PPrelim#](https://picasaweb.google.com/109974795506183947946/2013_0206WCF3PPrelim#)

WC F3P Finals  
[https://picasaweb.google.com/109974795506183947946/2013\\_0208WCF3](https://picasaweb.google.com/109974795506183947946/2013_0208WCF3)

PFinal#

## RECENT EVENTS:

Compliments to the Club Aeromodélisme Maskoutain for their great mall display in Saint-Hyacinthe March 8-10.

## UPCOMING EVENTS

Côte-St-Luc July 1, 2013. For a third year in a row, the Saint-Laurent zone has been invited by the municipality of Côte-St-Luc to present a static and dynamic display at the Canada Day celebrations that will occur at the main recreation centre at 7500 Mackle Road. Members wishing to display their models should contact Steve Woloz at 514-944-8241

Festival Zone  
Saint-Laurent July 12 -14.

Make sure to attend the Festival Zone Saint-Laurent July 12 -14 to be hosted by the Club Avion Modèle Granby Inc. For More info, please contact Jean-Yves Monnier at 450 378-9556, Alain Trudeau at 450 372-7269 or Marie Reine D. Malcewski at 450 263-4818 ✈



Jacques Deslauriers (club board safety officer) of Club Modéliste Montérégie of Saint-Cyprien de Napierville (Qc) with a young future student pilot./ Jacques Deslauriers (officier chargé de la sécurité) du Club Modéliste Montérégie de Saint-Cyprien de Napierville (Québec) avec un futur élève-pilote.

# St Lawrence (J)



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

## ATELIER TECHNIQUE PAR ÉRIC GIRARD

«La zone Saint-Laurent a le plaisir d'annoncer qu'Éric Girard a présenté un deuxième atelier technique, en février dernier. Le sujet : comment programmer les émetteurs, servos et autres dispositifs électroniques. Cet atelier s'est déroulé au nouveau centre récréatif de Côte-Saint-Luc en matinée et du vol intérieur avait lieu plus tard en après-midi dans le nouveau gymnase. Alexandre Gareau et son père, Richard, ont offert des démonstrations à en couper le souffle. Devinez qui a reçu le plus d'attention. Consultez les photos.»

## CLUB MODÉLISTE

### ST-CYPRIN DE NAPIERVILLE...

#### S'ACTIVE DURANT LA RELÂCHE SCOLAIRE PAR JACQUES DESLAURIERS 78804

«Le Club Modéliste Montérégie Saint-Cyprien de Napierville, en collaboration avec le Service des loisirs de Napierville, a organisé une activité de vol intérieur pendant la relâche scolaire. L'objectif était d'intéresser les jeunes à notre passe-temps fascinant.

«Plusieurs garçons et filles ont observé le fonctionnement des avions, hélicoptères et jets. Ils ont montré tellement d'enthousiasme qu'on peut s'attendre à ce qu'ils prennent la relève. Plusieurs d'entre eux ont découvert les plaisirs du vol d'hélicoptère tout en mettant leurs réflexes à épreuve et ils ont acquis de nouvelles aptitudes.

«Les membres du club ont véritablement partagé leurs connaissances et leur passion et cette activité sera assurément répétée.»

#### XAVIER MOUREAUX REPRÉSENTE LE MAAC AU CHAMPIONNAT MONDIAL FAI F3P

La zone Saint-Laurent félicite Xavier Moureaux et son équipe d'avoir représenté le MAAC lors du Championnat mondial de FAI F3P à Couburg (Allemagne), du 2 au



Noël Robinson (Club Modéliste Montérégie treasurer) with future female pilot. / Noël Robinson (trésorier au Club Modéliste Montérégie) en compagnie d'une future pilote.

9 février dernier. Consultez ces liens vers des photos :

WC F3P Practice (pratique)  
<https://picasaweb.google.com/109974795506183947946/2013WCF3PPractice#>

WC F3P Preliminaries (rondes préliminaires)  
[https://picasaweb.google.com/109974795506183947946/2013\\_0206WCF3P-Prelim#](https://picasaweb.google.com/109974795506183947946/2013_0206WCF3P-Prelim#)

WC F3P Finals (finale)  
[https://picasaweb.google.com/109974795506183947946/2013\\_0208WCF3PFinal#](https://picasaweb.google.com/109974795506183947946/2013_0208WCF3PFinal#)



Club Modéliste Montérégie members with spring break students. From l. to r.: Jean-Claude Guèvremont, Jean Pelletier (club members), Jean Chevalier (club President) and Jacques Deslauriers (club Safety officer). / Des membres du Club Modéliste Montérégie en compagnie d'élèves lors de la relâche scolaire. De g. à dr. : Jean-Claude Guèvremont, Jean Pelletier (membres), Jean Chevalier (président) et Jacques Deslauriers (officier chargé de la sécurité).

## ÉVÈNEMENTS RÉCENTS

Bravo au Club aéromodélisme Maskoutain pour l'exposition au centre commercial de Saint-Hyacinthe, du 8 au 10 mars.

## ÉVÈNEMENTS À VENIR

Côte-Saint-Luc, le 1er juillet 2013. Pour la troisième année de suite, la Municipalité de Côte-Saint-Luc a invité la zone Saint-Laurent à présenter une exposition statique et une démonstration active lors des célébrations entourant le 1er juillet, au centre récréatif du 7500, chemin Mackle. Les membres qui voudraient y exposer leurs maquettes devraient communiquer avec Steve Woloz au 514 944-8241.

Festival de la zone Saint-Laurent, du 12 au 14 juillet

Participez au Festival de la zone Saint-Laurent, du 12 au 14 juillet. L'hôte sera le Club Avion Modèle Granby, inc.

Pour renseignements : Jean-Yves Monnier (450 378-9556), Alain Trudeau (450 372-7269) ou Marie-Reine D. Malcewski (450 263-4818). ✈

# Saskatchewan (K)



Heinz Pantel  
Zone Director  
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In this issue, I'm including a story and some pictures sent in by Dwight Chartrand from the Moose Jaw Radio Control Club. It shows a different perspective on our future as seen through young people's eyes and how they learn by watching.

*"Recently I was going through some pictures and I ran across some taken during a giant scale meet at Swift Current, Saskatchewan. I had always thought they were cute but it occurred to me just how carefully our children watch us.*

*"As you can see, my then four-year-old son Caleb has his glove to protect his hand from the propeller while starting it (safety first), and his transmitter from an entirely different toy, and of course his giant scale airplane.*

*"The first is the attempt to start in the pit, and the second he is attempting to send me out of harm's way on the field as he will attempt to turn the propeller over. The last of the pictures, like his father, shows the disbelief that it didn't start!*

*"We are often being observed either from close or from a distance. It's important, I think, that not only are we responsible and careful with our hobby, but it's in our best interest to greet the public in a friendly way and try answer their questions honestly.*

*"Who knows, we might recruit the young boys and girls, or their mothers and fathers into our great hobby."*

In other news, we are now basically in the outdoor flying season, this is a good time to check your aircraft and all the pertaining equipment and make sure everything is functioning properly and remember, safety first.

I would also like to thank all the Saskatchewan members for their participation at the Annual General Meeting in Saskatoon with special thanks to my Deputy Zone Director Duncan Campbell and his wife Terry and the Hub City Radio Control Club for their team effort in making this event successful. ✈



# Saskatchewan (K)



Heinz Pantel  
Directeur de zone  
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J'insère dans ce numéro un compte-rendu et des photos de Dwight Chartrand, du Moose Jaw Radio Control Club. On y présente une perspective différente de notre avenir, du point de vue des jeunes personnes et à quel point elles apprennent en observant.

«Récemment, j'examinais des photos et je suis tombé sur quelques-unes qui ont été prises lors d'un rassemblement de petits-gros à Swift Current. J'avais toujours pensé qu'elles étaient mignonnes mais ça m'a frappé lorsque je me suis aperçu qu'elles illustraient très bien à quel point nos enfants nous observent.

«Comme vous pouvez le voir, mon fils Caleb (alors âgé de quatre ans) avait mis

un gant pour protéger sa main en faisant démarrer la maquette (la sécurité avant tout) et on l'aperçoit avec son émetteur et bien sûr, sa maquette petit-gros.

«La première photo montre son premier essai au démarrage dans l'aire des puits et ensuite, la deuxième photo le montre en train de me diriger hors de danger sur le terrain alors qu'il va tenter de faire tourner l'hélice. La dernière photo le montre incroyablement -- comme son père -- que le moteur n'ait pas encore démarré!

«On nous observe souvent, que ce soit de près ou à distance. Je crois qu'il est important de non seulement être responsable et de faire attention en pratiquant notre passe-temps, mais aussi qu'il est dans notre intérêt de souhaiter la bienvenue au public de façon sympathique et de répondre à leurs questions de façon

honnête.

«Qui sait, peut-être réussirons-nous à recruter ces jeunes garçons ou filles, voire même leurs parents, au sein de notre merveilleux passe-temps.»

Aux autres nouvelles, nous sommes passés à la saison de vol extérieur, si bien que c'est le moment de vérifier vos maquettes et l'équipement connexe afin de vous assurer que tout est en ordre. La sécurité d'abord!

J'aimerais aussi remercier tous les membres de la zone Saskatchewan qui ont participé à l'Assemblée générale annuelle à Saskatoon; un remerciement spécial est de mise à l'endroit de mon directeur adjoint Duncan Campbell et à sa femme Terry, ainsi qu'au Hub City Radio Control Club pour l'effort de groupe que les membres ont déployé afin d'assurer le succès de l'AGA. ✈

# South East Ontario (L)



Brad Egan 48597  
Zone Director  
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As I write this, I have been talking to lots of people and the general feeling is winter needs to end. We need to get out and fly. I couldn't agree more, although I have been doing a lot of flying this winter and flying on skis is too much fun.

On March 2, zone L held a special zone meeting to elect a new Deputy Zone Director. As of February 28, there were 1,287 renewed members for zone L made up of 71 Juniors, 430 Seniors and 786 open members. Some 61 members were required for a quorum for the meeting.

There were 18 people present and 61 proxies, making a total of 79 votes. Quorum was achieved.

There was only one person who had submitted a nomination form for the Deputy Zone Director position. So by acclamation, I would like to welcome Dennis Hartley from the Barrie area to the

position of Deputy Zone Director!

Dennis' main interest in the hobby is Giant scale warbirds. He is also an avid builder, and quite often builds for other people. Make sure to say hi when you see him at the different events.

Also discussed at this meeting, were all the resolutions and recommendations put forth from all the zones for this year's AGM in Saskatchewan. There were good discussions and debates over some of the items. But in the end, there was a general consensus. I took lots of notes and everyone's feelings on things, and know how the members would like me to represent them at the AGM.

That's it for business!

This winter has been huge for indoor flying in our zone. The number of sanction requests for indoor events has been fantastic. Many clubs have their indoor venues registered as secondary flying sites. Some clubs even have two or three indoor locations, allowing them up to fly three different times during the week!

There have also been a couple of groups who have indoor locations that are not registered with MAAC. I have spoken to them about it, and everything is fine. Those groups were able to purchase the city's own insurance, as the locations are city-owned.

I looked at this way. Not every flyer is a MAAC member. There are many, many people out flying in parks and flying by themselves. This gave them an opportunity to have a taste of indoor flying, feel the camaraderie and atmosphere of flying in groups with new friends and like-minded people.

There were MAAC members there to answer these people's questions and let them experience that type of flying without the pressure of having to purchase a MAAC membership to fly.

The downside is not all of them will become MAAC members. But a lot of them have joined MAAC and intend to join local flying clubs. That, I think, is a positive thing. ✪

# Sud Est Ontario (L)



Brad Egan 48597  
Directeur de zone  
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Au moment d'écrire ceci, j'ai parlé à bien du monde et tous m'ont dit qu'il est temps que l'hiver prenne fin. Nous voulons sortir et faire voler nos maquettes. Je suis tout à fait d'accord, bien que j'aie effectué plusieurs vol cet hiver et que je trouve que le vol sur skis est bien rigolo.

Le 2 mars, la zone L a organisé une réunion spéciale afin d'élire un nouveau directeur de zone adjoint. Au 28 février dernier, notre zone comptait 1 287 membres qui avaient renouvelé leur cotisation. De ce nombre, 71 étaient des membres cadets (juniors), 430 étaient des aînés et 786 étaient des membres réguliers. Quelque 61 membres étaient requis si nous voulions obtenir le quorum en prévision de la réunion.

En tout, 18 personnes se sont présentées avec 61 votes par procuration en main, pour un total de 79 votes. Le quorum a été atteint.

Seule une personne a déposé sa candidature pour le poste de directeur de zone adjoint. Ainsi, après un vote par acclamation, je souhaite la bienvenue à Dennis

Hartley, de la région de Barrie!

Dennis se passionne surtout pour les petits-gros (catégorie avions de guerre). Il est un constructeur invétéré et assemble souvent des maquettes pour d'autres personnes. Dites-lui allô lorsque vous l'apercevrez à l'un ou l'autre des rassemblements.

Il a aussi été question de toutes les résolutions et recommandations qui allaient être débattues à l'AGA de cette année, en Saskatchewan. La discussion et le débat ont été fructueux. En bout de ligne, un consensus s'est dégagé. J'ai pris quantité de notes et j'ai récolté les points de vue de chacun, si bien que je savais comment représenter les membres lors de l'AGA.

C'est tout pour la portion affaires!

Cet hiver a été très profitable pour les amateurs de vol intérieur au sein de la zone. Le nombre de demandes de parrainage a été tout simplement fantastique. Plusieurs clubs ont inscrit leur emplacement de vol intérieur comme leur site de vol secondaire. Quelques clubs se sont même dotés de deux ou trois tels emplacements de vol intérieur, ce qui leur permet de se rassembler à trois reprises en cours de semaine!

Quelques groupes jouissent aussi de lieux de vol qui ne sont pas inscrits auprès du MAAC. J'ai parlé aux dirigeants et tout va bien. Ces groupes ont réussi à acheter de l'assurance par le biais de la ville, puisque des municipalités possèdent quelques-uns des lieux de vol.

Voici comment j'ai perçu la chose. Les modélistes ne sont pas tous des membres du MAAC. En fait, plusieurs modélistes font voler leurs maquettes dans des parcs ou tout seuls à quelque part. Les séances de vol intérieur leur auront permis de goûter au climat de camaraderie et au climat du vol en compagnie d'amis et de personnes qui sont animés des mêmes goûts.

Des membres du MAAC se trouvaient sur place afin de répondre aux questions des nouveaux venus et de leur laisser vivre l'expérience du vol intérieur sans pour autant devoir se doter d'une adhésion au MAAC.

Ce qui est dommage, c'est que ces modélistes ne deviendront pas tous membres du MAAC. Mais plusieurs sont entrés au sein du MAAC et ont l'intention de s'inscrire auprès d'un club local. Je crois que c'est positif. ✪

# South West Ontario (M)



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The MAAC AGM in Saskatoon was a success. The weather was cold but we were greeted with warm enthusiasm from the local club members. I must say a big thank you to Duncan who picked us up and delivered us back to the airport, regardless of the time of night. My wife and I enjoyed our stay and the great hospitality from Heinz, Sandy and the local club members.

The AGM on Sunday was well attended, probably the biggest crowd I have ever seen. A motion was put forward from the floor asking for an outside investigation into the allegations made by the Past President. Much discussion ensued.

It was quite clear that even though we are volunteers on the Board and the Executive, the membership does expect a certain level of professionalism from us. After all, we are responsible for a large budget and are governed by our by-laws and Corporations Canada.

The reason for the allegations was we did make mistakes, but they were pro-

cedural errors. All of your MAAC money is accounted for, no one profited or stole funds, and your insurance coverage was never compromised.

Ron Dodd also spoke and expressed confidence in the Board for 2013. We are committed to make sure this never happens again and we educate ourselves about the proper procedure as to how the Board and Executive must conduct busi-



ness.

Corporations Canada gives clear direction on this. Those in attendance defeated the motion, but a clear message was sent out by the membership.

For 2013, the Southwest Zone has three newly appointed Leader Members. They are Stuart Schroeder (27830L), Paul Sousa (59665L) and Al Harse (5515L). Congratulations, gentlemen, for your dedication to your local clubs and MAAC!

I had the opportunity to attend Toledo, this year. Unlike other years, I did not come home with a suitcase full of engines. No, I was not sick. I spent a lot of time at the MAAC booth answering questions as to what the heck happened!

If you recall, our January 2013 magazine cover has a picture of Andrew Lehman's 'Super E' electric, flying indoors. I met both Andrew and his father in Toledo and took a nice picture of him holding his magazine cover in front of the MAAC booth. He is a member of the Sun Parlor Club in Windsor. Young men like Andrew are the future of our hobby and what a fine young man he is! I am sure we will hear more about him. Remember to take a kid flying this week. ✈

# Sud Ouest Ontario (M)



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L'Assemblée générale du MAAC a été un succès à Saskatoon. Le temps était froid mais nos hôtes (les membres de clubs locaux) nous ont offert un accueil très chaleureux. Je dois transmettre un gros merci à Duncan qui nous a accueillis à l'aéroport et qui nous y a ramenés, peu importe le moment de la nuit. Mon épouse et moi avons beaucoup aimé notre séjour et l'hospitalité dont ont fait preuve Heinz, Sandy et les modélistes locaux.

La participation à l'AGA, le dimanche, a été très forte, probablement le plus large public qu'il m'ait été donné de voir. Une résolution a été amenée sur le plancher voulant qu'une enquête externe examine les allégations du président sortant. Cela a donné lieu à beaucoup de discussion.

Il était très évident que bien que nous soyons des bénévoles au sein du Conseil

de direction et de l'exécutif, les membres s'attendent tout de même à un certain niveau de professionnalisme de notre part. Après tout, nous portons la responsabilité d'un budget plutôt important et nous sommes régis par nos statuts et règlements ainsi que par Corporations Canada.

La raison des allégations, c'est que nous avons commis des erreurs, mais celles-ci étaient procédurales. Tout l'argent du MAAC est intact. Personne n'a volé quelque somme que ce soit et votre protection d'assurance n'a jamais été compromise.

Ron Dodd a aussi pris la parole et a déclaré qu'il avait entièrement confiance en le Conseil de direction en 2013. Nous nous sommes engagés à faire en sorte que de tels événements ne se reproduisent jamais et que nous apprenions quelle est la bonne procédure à suivre sur la façon dont le Conseil de direction et l'exécutif brassent les affaires.

Corporations Canada nous a donné

des directives très claires là-dessus. Les modélistes présents ont défilé la résolution qui a été présentée mais ils nous ont lancé un message très clair.

En 2013, la zone Sud-ouest compte trois nouveaux membres élevés au statut de Leader. Il s'agit de Stuart Schroeder (27830L), Paul Sousa (59665L) et Al Harse (5515L). Félicitations, messieurs, pour votre engagement à votre club respectif et envers le MAAC!

J'ai eu la chance de me rendre à Toledo, cette année. Contrairement à ce que je faisais par le passé, je ne suis pas retourné à la maison avec une valise pleine de moteurs. Non, je n'étais pas malade. J'ai plutôt passé beaucoup de temps au stand du MAAC à répondre aux questions de la part de modélistes qui voulaient savoir ce qui s'était passé!

Si vous vous rappelez, la page frontispice de Model Aviation Canada du mois de janvier 2013 montrait une photo du Super "E" (électrique) d'Andrew Leh-

*suite à la page 58*

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par Ann Tekatch

La League of Silent Flight (LSF) peut vous sembler comme étant un groupe de super-héros et de plusieurs façons, il l'est!

Ceux qui ont maîtrisé les tâches complexes que stipule le Programme Soaring Achievement (accomplissement en vol à voile) de la Ligue sont reconnus comme étant des Supermen et des Wonder Women.

La LSF a été organisée en 1969 par un groupe de modélistes de planeurs, aux États-Unis. Leur intention était d'encourager et de reconnaître l'excellence en vol à voile télécommandé partout au monde. L'adhésion au sein de l'association sans but lucratif a augmenté rapidement et elle se situe présentement à plus de 7 500 personnes de par le monde, y compris plus de 300 Canadiens.

Il n'y a pas de frais d'adhésion au sein de la LSF et une fois que vous avez réussi le premier niveau de défis ou de tâches à accomplir, vous devenez membre à vie. Vous avez bien compris. Aucuns... frais de membre...Jamais.

La LSF est peut-être très abordable, mais ce n'est guère facile! Le Programme consiste en cinq niveaux de tâches. Des 8 200 membres de la LSF depuis les tout débuts, moins de 200 ont atteint le niveau V, y compris, à ce que je sache, seulement cinq Canadiens.

Si vous voulez devenir membre de la LSF, complétez le formulaire du site Web, au [silentflight.org](http://silentflight.org) ou envoyez-la moi par courriel ou par la poste. (Veuillez inclure une enveloppe numéro 10 pré-adressée et préaffranchie si vous me faites parvenir ça par la poste.) Une fois votre demande traitée, vous deviendrez aspirant au niveau I et un bon à cet effet vous sera expédié afin que vous preniez connaissance des tâches à ac-



*Otakar Koprnický flies a thermal duration task while Mike Kucera acts as his timer. / Otakar Koprnický pilote son appareil pendant un vol thermique de durée pendant que Mike Kucera agit comme chronométrateur.*

complir. Vous devez ensuite compléter le bon et le signer en présence d'un témoin. Une fois que la LSF aura traité ce bon de niveau I, l'aspirant a droit à une adhésion à vie et on lui envoie un bon pour le niveau II.

Pour mener à bien ces tâches, n'importe quel planeur télécommandé (non motorisé) peut être utilisé. Un grand nombre de membres de la LSF ont fait leurs débuts grâce à un Gentle Lady ou à un Spirit. Tenter de faire un atterrissage de précision par fort vent à l'aide d'un Gentle Lady, voilà ce qui améliore n'importe quel pilote. La LSF n'autorise pas l'utilisation des planeurs électriques comme le Radian.

La question demeure : est-ce que le recours à la propulsion électrique rendrait plus facile l'une ou l'autre des tâches, ce qui aurait tôt fait de pénaliser les pilotes de planeurs conventionnels. Aux dernières nouvelles, la LSF songeait à créer une catégorie séparée et parallèle pour planeurs électriques. Pour l'instant, la LSF exige que tous les lancements soient effectués à l'aide d'un treuil, d'un high-start (sandow) ou à la main.

Les tâches à accomplir au niveau I consistent en un vol thermique de cinq minutes; un vol de pente de quinze minutes (ou un deuxième vol thermique de cinq minutes); et cinq atterrissages de précision à l'intérieur d'un cercle prédéterminé de trois mètres. En comparaison, le niveau V exige : un vol thermique de deux heures et un vol de pente de huit heures, un vol cross-country de dix kilomètres avec objectif; et la participation à six concours (pas moins de 20 participants à chacun) avec pointage total de 12 000 points ou davantage (y compris au moins trois victoires)!

Pour consulter les détails sur les tâches requises aux divers niveaux ainsi que les règlements les régissant, veuillez communiquer avec moi ou consultez le site Web de la



*Bob Hammett, aims for the landing tape with his Airtronics Legend sailplane. / Bob Hammett vise le ruban à l'atterrissage de son planeur Legend (d'Airtronics).*

*suite à la page 58*





The League of Silent Flight (LSF) sounds like a group of superheroes and, in many respects, it is! Those who have mastered the difficult tasks set out in the League's Soaring Achievement Program are recognized as Supermen and Wonder Women.

LSF was organized in 1969 by a group of RC sailplane modelers in the USA. Their intention was to encourage and recognize RC soaring excellence around the world. Membership in the non-profit organization grew rapidly and now stands at over 7,500 worldwide, including more than 300 Canadian members.

There are no membership dues in the LSF and once you have completed the first level of challenges or tasks, you become a member for life. That's right. No. Membership Dues. Ever.

The LSF may be cheap but it's not easy! The Soaring Achievement Program consists of five levels of increasingly difficult tasks or challenges. Of the over 8,200 LSFers who have ever lived, less than 200 have achieved Level V including, to my knowledge, only five Canadians.

To become an LSF member, just complete the application form found on the LSF website at [silentflight.org](http://silentflight.org) and send it to me by e-mail or post. (Include a self-addressed, stamped, #10 envelope if you're submitting your application by post.) Once your application is processed, you become an LSF 'aspirant' and a Level I Voucher will be sent to you that outlines the tasks. You then completed and signed the voucher along with a witnesses to their achievement. Once the completed Level I Voucher has been processed by the LSF, the aspirant is granted lifetime membership and sent a voucher for Level II.

Any non-powered, radio-controlled sailplane/glider may be used for the tasks. Untold numbers of LSF members have started out with a Gentle Lady or Spirit sailplane. Achieving precision landings in the wind with a Gentle Lady will make anyone a better sailplane pilot. LSF does



*Bob Hammett sets up the landing of his Airtronics Legend sailplane to successfully complete his Level III goal & return flight. / Bob Hammett se prépare à faire atterrir son Legend (d'Airtronics), ce qui lui a permis d'atteindre son vol de niveau III (objectif et aller-retour).*

*Photo by Jim Thornton (GNATS)*

not allow the use of electric-powered sailplanes such as the Radian. There remains a question as to whether the use of electric propulsion would make accomplishing the current standard tasks easier, thus penalizing pure sailplane enthusiasts. At last report, LSF was considering a separate, parallel class for electric powered sailplanes. For now, LSF requires all launches to be made using a winch, hi-start (bungee and line) or by hand.

The tasks in Level I consist of a five-minute thermal duration flight; a fifteen-minute slope soaring flight (or a second five-minute thermal flight); and five precision landings within 3 metres of a predetermined spot. By comparison, Level V requires: a two-hour thermal duration flight and an eight-hour slope flight, a ten-kilometre goal-and-return cross-country flight; and competition in a minimum of 6 contests (no fewer than 20 participants in each contest) with a total score of 12,000 points or more (including at least three wins)!

For complete details on tasks required by the various levels and the rules governing them, please contact me or check the LSF website at [silentflight.org](http://silentflight.org).

Several RC soaring clubs throughout Canada will host contests during 2013 that will satisfy LSF criteria. The Southern Ontario Glider Group Inc. will be holding two thermal duration contests run in the man-on-man format. Winch and high start launching will be available. Watch our website [www.soggi.ca](http://www.soggi.ca) or the pages of this magazine for details.

While membership in the League of Silent Flight is free, the opportunity to improve your soaring skills is priceless. The superhero cape and tights are optional. ✈



*Stan Shaw, right is one of only five Level V LSF members in Canada. / Stan Shaw (à droite) est l'un de seulement cinq détenteurs du niveau V de la LSF au Canada.*



# 2012 Space Model World Champs



By Peter Cook  
 The 2012 World Space Modelling Championships were held in Liptovský Mikuláš, Slovakia and celebrated the 50th anniversary of the hobby and sport of Space Modelling. A total of 91 Junior and 164 Senior competitors from 23 countries attended the meet.

The Canadian Senior team members were Liviu Faciu from Edmonton, Alberta, Taras Tataryn from Mississauga, Ontario and Peter Cook from Burlington, Ontario with Taras serving as Team Manager.

The competition was centered around the Tatralandia Aqua Park tourist resort in Liptovský Mikuláš. Teams were housed in a number of cabins or townhouses in the Holiday Village section of the park. The accommodations were comfortable and the meals were good. The contest site was adjacent to the park with a relatively flat topology and covered with low vegetation.

The weather was generally fair throughout the meet with the exception of one day with cool temperatures and gusty winds.

We competed in the following FAI World Championships events:

- Liviu - S3A, S6A, S1B, S7
- Taras - S3A, S6A, S4A, S9A
- Peter - S3A, S6A, S4A, S9A

Prior to the meet, we had two major strikes already against us; A lack of competition experience and a lack of testing.

Over 15 Space Modelling Cup events had already been held in Europe during the 2012 season, plenty of



Team Canada from left: Liviu Faciu from Edmonton, Alberta, Taras Tataryn from Mississauga, Ontario, and Peter Cook from Burlington, Ontario.



Liviu sliding his two stage S1B model down the launch tower in preparation for a Round 1 launch.

Liftoff of Liviu's S7 scale model of the Delta 7925 - GPS IIR - 14 3L3 launch vehicle. All engines ignited simultaneously at T-0 when Taras (shown in the picture) pressed the firing button. An ejection charge delay failure disqualified a near perfect flight and hopes for a good standing.

time for the European teams to test and refine their models. The Great Lakes Cup in Oswego, Illinois was the only FAI sanctioned space models contest held in North America. While Taras and I attended this meet, it was not enough to fully prepare us for the world championships.

Full model flight testing was impossible before the meet because we were unable to import European space model engines into Canada. To complicate matters, we could not afford the expense of 'Haz-Mat' shipping of our North American engines to the meet. We had to engineer our models to fly with European engines we did not have.

The contest organizers scheduled the day before the meet started as a day for team practice. While we finally could fly with European engines, the few hours we had were 'too little too late' for proper model/engine testing.

Our flying day was quite intense. Two events were typically flown per day - one in the morning and one in the afternoon. For the S3A, S4A, S6A and S9A events, we flew in three rounds of 1.5 hours each. Our flight times for each round were added to determine our individual standings. The times for our flights were added to determine our team standing. Additional fly-off rounds were used to decide final in-

dividual standings when there were ties after the three regulation rounds.

For each 1.5 hour round, we had to prepare our model (e.g. pack parachutes) and engine, set-up on a launcher, connect to the launch control system, wait for good air, launch our model, recover it and get ready for the next round. To add to our challenge, flying in each round had to be co-ordinated amongst three team members, two launchers and one set of assigned timers.

As expected, the WSMC competition was tough dominated by the experienced, well prepared European teams. The results clearly back this up.

2012 WSMC Events and Summary of Results

Event	Winning Team	Canada
S1B Altitude	Serbia	
S3A Parachute Duration	Serbia	12/21
S4A Boost-Glider Duration	Russia	
S5C Scale Altitude	Poland	
S6A Streamer Duration	Poland	15/21
S7 Scale	Czech Republic	
S8E/P Glider Duration/landing	China	
S9A Gyrocopter Duration	Czech Republic	

We competed to the best of our abilities against such strong competition. In spite of going into the meet with two nasty strikes against us, we managed to place ahead of some other competitors. Our best individual standing was 13th out of 59 in S3A, missing the fly-offs by just 9 seconds! Our best team standing was 12th out of 21, also in S3A.

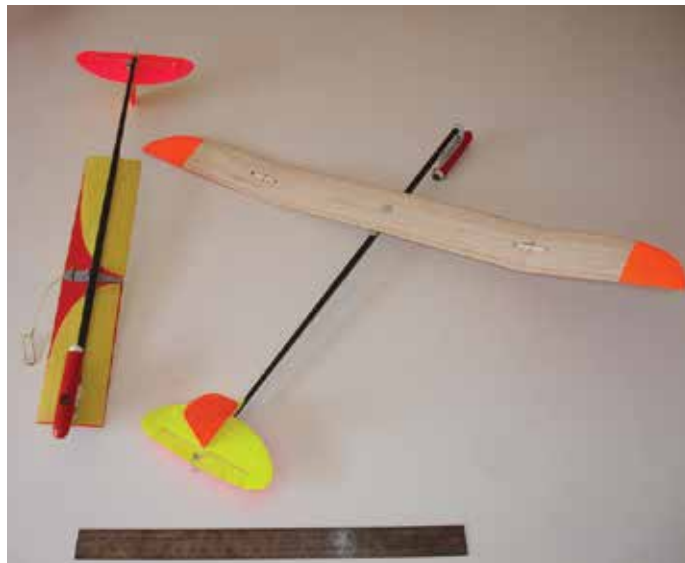
The 2012 WSMC has greatly enriched our space modelling design and construction skills. The challenge ahead is to improve our flying experience and that is what the sport is all about!

Congratulations are due to the event organizers for a well managed competition. We had an excellent time! We would also like to thank MAAC for its financial assistance of the team. Through its support, we were more than just three individuals representing Canada.

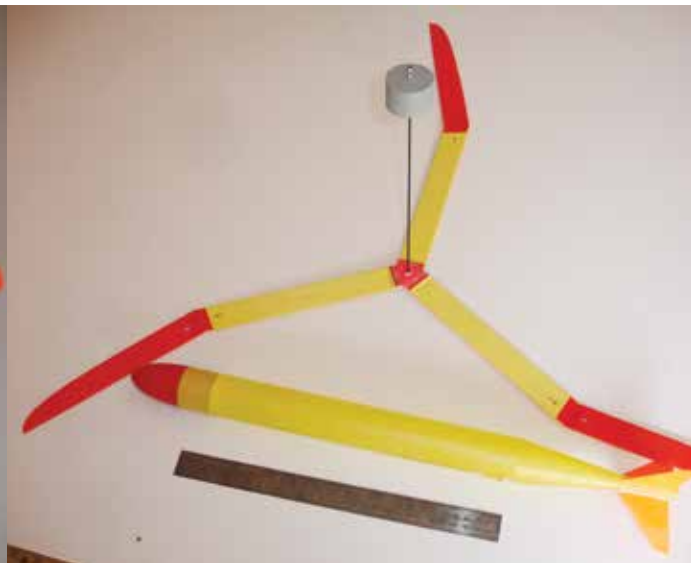
The next World Space Modelling Championships is scheduled for 2014 in Bulgaria. The FAI CIAM Space Models Subcommittee has just released a draft schedule of sanctioned competitions for 2013. Close to home, the Capital Cup is planned for September 21-22 in Manassas, Virginia USA. The meet will be hosted by the National Association of Rocketry. ✨



Liftoff of a Romanian S8E/P model. Not visible in this picture, is the pilot controlling the boost, glide and landing of the model via radio commands. Models must remain aloft for 360 seconds exactly and land on a designated target for maximum points.



Peter Cook's S4A models in launch (left) and glide (right) configurations. A 500 mm ruler is shown for scale.



Peter Cook's S9A Gyrocopter Duration entry. A 500 mm ruler is shown for scale.

# Public Relations



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When the Wright Brothers first went to France, there were a lot of people who didn't believe their claim to have built a successful flying machine. Then they put on their demonstrations and established record after record, except there was no organization to keep track of aviation records. So that is why the Fédération aéronautique internationale (FAI) was formed. It keeps track of records, oversees international world championship competition and represents the voice of worldwide aerosport enthusiasts to national governments.

How does Canada fit in? Well, we have an association of our own aerosport associations which forms the Aero Club of Canada. The associations which are affiliated to it are MAAC with 11,928 members, Canadian Sport Parachute As-

sociation - 3,448 members, Hang and Paragliding Association of Canada - 906 members, Soaring Association of Canada - 897 members, Canadian Ballooning Association - 41 members, and Aerobatics Canada with 39 members.

All of these associations have a mix of competitors and those who do not compete, with the possible exception of Aerobatics Canada.

What does the Aero Club do for us? Briefly, it:

- Liaises with government departments and other organizations to provide a united front on matters concerning sport aviation
- Acts as the representative of the FAI in Canada
- Fosters sporting aviation in Canada,
- Encourages aerosport activities in Canada,
- Provides a central organization to record and disseminate aerosport information in Canada,

- Encourages research into all aspects of aerosport.

Because MAAC is a member of the Aero Club, all Canadian modellers are eligible, if selected at a team trial, to represent Canada at an FAI world championship event. Canadians Bob Nelitz (R.I.P.) and Arend Borst have been World Champions in R/C Scale and R/C Soaring respectively.

The Aero Club fees are set on a sliding scale which offers a discount for higher membership. To meet the \$19,500 annual fee each of the 11,928 MAAC members contribute \$1.62 for this membership. We also pay about 50 cents to cover the cost of sending a delegate to the FAI CIAM meetings, and the MAAC Board decides each year how much support it is going to give to assist in such things as team travel. However, the competitors and their helpers meet the bulk of the costs. ✈

# Relations Publiques



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Lorsque les frères Wright ont foulé le sol français pour la première fois, plusieurs personnes ne croyaient pas du tout qu'ils avaient construit une machine qui volait vraiment. Lorsque ces deux Américains ont offert des démonstrations et qu'ils ont établi un record après l'autre, on les a crus, mais personne ne consignait ces records. C'est pourquoi la Fédération aéronautique internationale (FAI) a été créée. Celle-ci enregistre officiellement les records qui sont établis ou fracassés, elle veille sur la compétition internationale et elle est devenue la voix officielle des passionnés de sports aériens auprès du gouvernement des diverses nations.

Comment le Canada s'insère-t-il au sein de ce mouvement? Eh bien, nous comptons notre propre association de sports aériens, l'Aéro Club du Canada. Les associations qui ont font partie sont le MAAC (11 928 membres), l'Association canadienne de parachutisme sportif

(3 448 membres), l'Association canadienne de vol libre (906 membres), l'Association du vol à voile du Canada (897 membres), l'Association montgolfière canadienne (41 membres) ainsi qu'Aerobatics Canada (39 membres).

Ces associations regroupent un mélange de concurrents et de pilotes sportifs qui ne s'y adonnent pas, à l'exception possible d'Aerobatics Canada.

Que fait donc l'Aéro Club du Canada pour nous? En bref :

- Il interagit avec les ministères et avec d'autres organismes afin d'offrir un front commun sur les sujets se rapportant à l'aviation sportive
- Il agit à titre de représentant canadien de la FAI
- Il encourage l'aviation sportive au Canada
- Il encourage les activités de sport aéronautiques au Canada
- Il offre une organisation centralisée afin de consigner et de faire connaître les renseignements sur les sports aériens au Canada
- Il encourage la recherche en toutes les sphères de sports aériens.

Parce que le MAAC est membre de l'Aéro Club du Canada, tous les modélistes canadiens sont admissibles à représenter le pays, s'ils sont sélectionnés pendant des épreuves de qualification, lors d'un championnat international de la FAI. Les Canadiens Bob Nelitz (aujourd'hui décédé) et Arend Borst sont devenus des champions mondiaux au sein de leur domaine respectif des copies volantes et des planeurs.

Les cotisations de l'Aéro Club du Canada sont établies selon un rabais, si l'organisme compte davantage de membres. La cotisation annuelle pour le MAAC est de 19 500 \$; chacun des 11 928 membres du MAAC verse 1,62 \$ pour cette adhésion. Nous payons aussi environ 50 cents afin de défrayer le déplacement d'un délégué aux réunions de la FAI CIAM et le Conseil de direction du MAAC décide annuellement quelle sorte d'appui il accordera aux membres des équipes canadiennes qui se mesurent aux autres. Toutefois, les concurrents et leurs aides de camps défrayaient eux-mêmes la majeure partie de ces coûts. ✈

# Aero Club of Canada



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I'm just back from the 2013 Aero Club of Canada AGM which was held at the Brampton Flight Centre, and have sent my report in to the MAAC Board.

Most of the proceedings were pretty dry but there are a few items of general interest. Last year, the Aero Club funded a revamp to its website and this is now in service. Google aeroclubofcanada. No spaces. It is just a modest effort but it gives the general information. Let me know if you want any improvements. The Canadian Sport Parachute Association will now look after the site which will save a few hundred dollars.

Last year, the Aero Club issued 109 FAI Sporting Licences, thus netting an extra income from competitors to the amount of \$5,450.

On the FAI front, Red Bull has returned to do some sponsoring in exchange for safety advice from the FAI. Sponsorship is very important to the FAI and it now has a new sponsor – Breitling. This is quite a complicated contract so a special organization called FAME has been formed to administer it. The Rolex sponsorship contract is now finished.

We have a Canadian, Bob Clipsham on the FAI Executive Board. The Aero Club President, MaryAnne Stevens, has been selected by the FAI to chair a two-year working group on women in aerosport.

Like MAAC, the Aero Club has to re-

write its Constitution and By-Laws to meet the new federal rules.

The Aero Club of Canada has a Trust Fund. MAAC has taken advantage of this in the past. It cannot be used to fund normal operational expenses, but for example, was used to buy the medals for the 2002 World Scale Champs held at Tillsonburg. Last year, it gave a grant of \$5,000 to the Atlas Human Powered Helicopter Project conducted by AeroVelo at the University of Toronto Institute for Aerospace Studies.

One thing that always pleases me at the Aero Club AGM is how many of the Board members have been, or still are, MAAC members. ✈

# Aéro Club du Canada



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Je reviens tout juste de l'Assemblée générale annuelle 2013 de l'Aéro Club du Canada, au Brampton Flight Centre et j'ai fait parvenir mon rapport au Conseil de direction du MAAC.

Le gros de la procédure n'était pas très excitante mais quelques sujets d'intérêt général ont été abordés. L'année dernière, l'Aéro Club a consacré une certaine somme à moderniser son site Web et celui-ci a été remis en service. Faites une recherche Google auprès de aeroclubofcanada. N'ajoutez aucun espace. C'est un modeste effort mais les renseignements généraux s'y trouvent. Faites-moi savoir si vous voulez que des améliorations soient apportées. L'Association canadienne de parachutisme sportif s'occupera du site, ce qui économisera quelques

centaines de dollars.

L'année dernière, l'Aéro Club a délivré 109 permis sportifs de la FAI; les concurrents ont donc versé la somme totale de 5 450 \$.

Au plan de la FAI, la société Red Bull effectue un retour et commanditera certaines épreuves en échange de conseils de sécurité de la part de la FAI. La commandite importe beaucoup à la FAI et celle-ci compte un commanditaire de plus -- Breitling. Le contrat est fort complexe, si bien qu'un organisme du nom de FAME a été formé afin de l'administrer. Le contrat de commandite de Rolex, lui, est parvenu à échéance.

Un Canadien, Bob Clipsham, siège maintenant à l'exécutif de la FAI. La présidente de l'Aéro Club, MaryAnne Stevens, a été sélectionnée par la FAI afin de présider un groupe de travail sur les femmes dans les sports aériens (un mandat de deux ans).

Comme le MAAC, l'Aéro Club a été obligé de réécrire sa charte (Constitution) et ses statuts et règlements afin de satisfaire les nouvelles exigences fédérales. L'Aéro Club du Canada possède aussi sa fiducie dont s'est servi le MAAC par le passé. On ne peut y avoir recours pour financer des dépenses d'opération normales, mais, par exemple, c'est par le biais de cette fiducie que les organisateurs du Championnat mondial de Tillsonburg (2002) ont pu acheter les médailles. L'année dernière, cette même fiducie a remis une subvention de 5 000 \$ au projet d'hélicoptère à propulsion humaine Atlas d'AeroVelo de l'Institut des sciences de l'aérospatiale à l'Université de Toronto.

Ce qui me fait toujours plaisir lorsque je me rends à l'AGA de l'Aéro Club du Canada, c'est de constater combien de directeurs ont été ou demeurent des membres du MAAC. ✈

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FAT SHARK

# Insurance



Larry Rousselle  
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## INSURANCE CLAIMS REPORT 2012

We had three minor insurance claims reported in 2012 and one incident of a member seriously cut by the propeller on start-up. We do not expect our insurance rates to be increased by these claims.

There was a helicopter incident where a 3D manoeuvre got out of shape and the model impacted a paved spectator/vehicle parking area and the shattered parts

caused minor damage. This claim was referred to our insurer to handle due to the possibility of an injury so very few details are known to us, or can be discussed. This claim is now closed, with only adjusting/investigative expense payments being made by the insurer.

A second claim involved a quad-copter that had a control function issue and hit a moving car. This flight originated in a school yard. The car was repaired at a cost of \$3,526.68. The cause of the loss of control was never identified. The Hitec Aurora 9 system's telemetry did

confirm a good radio link. It appears this flight took place a little too close to the roadway. The model had many successful flights before this incident with and without FPV equipment operating. (It was off at the time of loss.)

Our third claim was caused by a sudden wind storm that blew a portable shelter from the spectator area into a parked car. This claim totaled \$2,696.44. Please really nail down those shelters or remove them when too windy.

Fly safely out there. ✈

# Assurance



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## RAPPORT DES RÉCLAMATIONS POUR 2012

Nous avons répertorié trois réclamations mineures d'assurance au cours de 2012 ainsi qu'un incident au cours duquel un membre s'est sérieusement tailladé la main au moment de faire démarrer son moteur. Nous ne nous attendons pas à ce que nos cotisations augmentent relativement à ces réclamations.

Un incident impliquant un hélicoptère s'est produit lorsqu'une manoeuvre de 3D a échoué et que la maquette est entrée en collision avec l'asphalte d'une aire des spectateurs et de stationnement; des pièces disparates ont légèrement endommagé de la propriété. Cette réclamation

a été transmise à notre assureur en raison de la possibilité de blessures, si bien que nous n'en connaissons que très peu de détails; nous ne pouvons pas en discuter davantage.

Le dossier entourant cette réclamation est maintenant clos et l'assureur effectue présentement des ajustements au chapitres des dépenses de réclamation et d'enquête.

Une deuxième réclamation impliquait un quadricoptère qui a vécu une perte momentanée de contrôle et qui a fini sa course contre un véhicule en mouvement. Ce vol a commencé depuis une cour d'école. Il en a coûté 3 526,68 \$ pour réparer la voiture. La cause de cette perte de contrôle n'a jamais été identifiée. La télémétrie de l'émetteur Hitec Aurora 9 a pourtant confirmé que le lien

radio s'effectuait. Il semble bien que le vol a été tenté un peu trop près d'une voie publique. La maquette avait effectué avec succès plusieurs vols avant cet incident, que ce soit pendant que l'équipement de vol par immersion (First Person View ou FPV en anglais) fonctionnait ou non. (Il n'était pas en fonction au moment où s'est produit l'incident.)

Notre troisième réclamation a été causée par une tempête de vent soudaine qui a arraché un abri temporaire; celui-ci a été soulevé de l'aire des spectateurs pour finir sa course sur une voiture stationnée. La réclamation s'élevait à 2 696,44 \$. De grâce, veuillez ancrer solidement au sol ces abris de fortune ou encore, remisez-les si le vent souffle.

Pilotez en toute sécurité. ✈

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# Radio Spectrum



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The new GoPro Hero 3 cameras include WI-FI for remote controlling of the camera. For GoPros Wi-Fi, they are using the 2.4 GHZ band. The output of the GOPRO camera's Wi-Fi is relatively low in power, around the 20 mill watt range.

We have used the Hero 3 with the Wi-Fi in operation on a helium-filled blimp and did not experience any interference or loss of control issues. However, the blimp was no further than 125 feet away at any given time.

With the Wi-Fi on the new GoPro Cameras, there is a marked delay in the transmitted video and the reception distance is not great if you are using an

iPAD or iPHONE and trying to view video or make any changes on the GoPro.

Another interesting question was posed to me on current drain when all servos are in their full deflection mode. I purchased an Eagle Tree item called a Servo Current Logger. I'll be doing some testing once the flying season is in full swing. I'll post the results in the next issue of Model Aviation Canada. ✈

# Spectre de Radio



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Les nouvelles caméras vidéo GoPro Hero 3 comportent du Wi-Fi afin de contrôler celles-ci par télécommande. Histoire d'assurer cette Wi-Fi, on a recours à la technologie 2.4 GHZ. La puissance libérée sur Wi-Fi est relativement faible (consommation énergétique), de 20 milliwatts, environ.

Nous avons utilisé la GoPro Hero 3

et mis en marche la Wi-Fi à bord d'un dirigeable gonflé à l'hélium et nous ne nous sommes pas butés à une quelconque interférence ou à une perte de contrôle. Toutefois, le dirigeable ne volait jamais plus loin qu'à 125 pieds à tout moment.

Munies de cette technologie Wi-Fi, les nouvelles GoPro affichent un délai que l'on remarque au chapitre de l'image vidéo transmise et la distance de réception n'est pas exactement sensationnelle si vous utilisez un iPad ou un iPhone et que vous essayez de visionner la bande vidéo

ou que vous tentez de faire des changements sur la GoPro.


Autre question intéressante qu'on m'a posée : quelle est la perte de courant lorsque tous les servos subissent une déflexion maximale? Je me suis procuré un dispositif d'Eagle Tree, le Servo Current Logger. Je procéderai à certains essais lorsque la saison de vol reprendra. Je vous ferai part des résultats dans le prochain numéro de Model Aviation Canada. ✈



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DLADLA56

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 Carden Edition 89" Extra 300 Mid-Wing ARF and DLADLA56 engine 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 2013 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 [scaleaerobaticscanada.com](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 2013 flying season.

[www.greathobbies.com](http://www.greathobbies.com)

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# Safety



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

By the time you read this, it will be mid-Spring, most clubs will be actively into their flying season, the AGM will have come and gone for another year and we should know a lot more about where our proposed new Safety Code stands.

As I submit this report, I can tell you this much. The Board of Directors has done a stellar job of reviewing all of the 20 proposed documents that the Safety Committee submitted, which make up the new code and is mid-way through reviewing the 11 proposed policy documents that supplement and support the Safety Code. This has been a huge task involving two three-hour conference calls per week starting in February and continuing right up until the AGM on March 24.

I thank the Board of Directors for devoting so much time to this issue and for

including me in their conference calls. Many issues have been resolved but many more remain for further discussion. The review process is working well and everyone is dedicated to putting in place a set of rules that are clear, concise, effective and easy to manage.

Above all, I think everyone agrees that the proposed new Safety Code must be a living document. Even before the ink is dry, new and unforeseen issues will probably arise requiring re-examination of and modification to these documents. The format of the proposed new Safety Code will make it much easier for this process to continue.

On another note, the long awaited R/C Basic Flight Training Program is now complete and ready for review. As the title suggests, this is a simple, basic, easy to follow syllabus designed for club instructors to introduce new members to R/C flying. It is not intended to replace other MAAC training programs such

as the Wings Program or other similar programs developed and in use by some clubs. It is intended to provide those clubs that do not currently have a training plan a basic program that ensures that a graduating R/C pilot meets the minimum standard and can fly safely.

Our intention is to assemble a small group of instructors sometime in May to review the presentation and offer feedback on how to improve it prior to introducing it on a broader scale.

Finally, regarding the ongoing discussion regarding model flying near busy airports: On March 4 this year, the crew of an Alitalia Boeing 777 on approach to Runway 31 Right at JFK International in New York City reported seeing a Quad Copter at approximately 1,500 feet AGL. The 777 was just three miles from touchdown and at 1,750 feet. The report said the FAA and FBI were investigating!

Fly safely my friends. ✈

# Securism



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Au moment où vous lirez ceci, nous serons rendus à la mi-printemps et la plupart des clubs auront entamé leur saison de vol, l'Assemblée générale annuelle (AGA) sera terminée pour une autre année et nous devrions en savoir plus long sur l'état de notre Code de sécurité.

Au moment où j'ai soumis ce qui suit, je peux vous informer de ceci. Le Conseil de direction a effectué un travail exemplaire de réviser les 20 documents proposés qu'a soumis le Comité de sécurité et qui constituent ce qui deviendra le nouveau Code de sécurité. Le même Comité est à mi-chemin dans l'examen des 11 documents proposés de politiques qui agrémentent et appuient le Code de sécurité. C'était une tâche herculéenne qui a nécessité deux conférences téléphoniques de trois heures par semaine depuis février et qui se sont poursuivies jusqu'à l'AGA, le 24 mars.

Je remercie le Conseil de direction d'avoir consacré tant de temps à cette problématique et de m'avoir inclus au sein des appels. Plusieurs problématiques ont été résolues mais plusieurs

autres méritent qu'on en discute davantage. Le processus d'examen fonctionne bien et tout le monde s'emploie à créer un ensemble de règlements qui soit clair, concis, efficace et surtout facile à gérer.

Au-delà de tout ça, je crois que tout le monde s'entend sur le fait que le nouveau Code de sécurité doit demeurer un document en évolution constante. Avant même que ne sèche l'encre, de nouvelles problématiques imprévues seront probablement soulevées, ce qui nécessitera qu'on se penche une fois de plus sur ces documents afin de les modifier. Le format du nouveau Code de sécurité rendra plus facile ce processus de révision.

Dans un autre ordre d'idées, le Programme de formation de base pour maquettes télécommandées est terminé et est prêt à être soumis à l'examen. Comme le titre le suggère, c'est un syllabus simple et facile d'utilisation conçu à l'intention des instructeurs de club qui veulent montrer les rudiments du vol de maquettes télécommandées à de nouveaux membres. Celui-ci ne vise pas à remplacer d'autres programmes de formation du MAAC comme le Programme d'obtention des «ailes» ou d'autres programmes qu'ont mis au point d'autres clubs. Plutôt, il vise à offrir aux clubs qui

ne possèdent pas de plan de formation un programme de base qui fait en sorte qu'un pilote diplômé répond aux normes minimales et qu'il peut piloter sa maquette en toute sécurité.

Notre intention, c'est d'assembler un petit groupe d'instructeurs en mai afin d'examiner la présentation et de recevoir des réactions sur la façon de l'améliorer avant de l'offrir à plus grande échelle aux clubs.

Finalement, relativement à la discussion qui se poursuit relativement aux maquettes à proximité des aéroports achalandés : le 4 mars 2013, l'équipage d'un Boeing 777 d'Alitalia dont l'appareil était en finale pour la piste 31 droite à l'Aéroport JFK International (New York) a rapporté avoir observé un Quad Copter à environ 1 500 pieds (au-dessus du sol). Le Boeing 777 ne se trouvait qu'à trois milles de son point d'atterrissage, à une altitude de 1 650 pieds. Le rapport mentionnait que la FAA et que le FBI enquêtaient!

Pilotez en toute sécurité, mes amis. ✈

# Free Flight Sport and Competition



John Marett  
Chair  
905-985-4458

651

Free Flight is alive and well in Canada! 2012 saw plenty of FF activity in many forms across the country. There is a good group of guys on the west coast (BC Aces, John Buskell president), and there is another good active group in the Calgary area (Calgary Model Airplane Club – Bernard Guest president). While their numbers may be small, they make up for it in enthusiasm. These clubs general are active with vintage models and scale as well as sport and competition models.

There has been some renewed interest in FAI Free flight out west lately and in fact Bernard Guest is now a member of the 2013 FAI Free flight team going to France in August. This is the first FAI team member from the Calgary area in many years. Well done Bernard!

In Ontario, the Toronto FF Group (formally Toronto FAI Group) is still very active in the FAI free flight events. The majority of the current FAI team members come from this club. There are other free flighters in Ontario active in non FAI competition events such as Roy Smith who helps run the popular Great Grape Gathering Free Flight contest every September.

This event is held at the 1941 HAG airfield in Geneseo New York. This year is the 43rd edition of this excellent contest! There is something for every Free flighter at this contest, from FAC scale mass launches, AMA competition models, fun events and FAI events. Here is a link to the contest flyer: <https://www.dropbox.com/s/sg28upc3hi91d6u/Great%20Grape%20Gathering%202013.pdf>

And here is a QR code for those with smart phones:



There are some FAI Free flighters in Quebec (FIC experts Rostislav Perchensky and Eric Condon) but I don't know if they still have an active club. The Escadrille Harfang Flying aces group in Montreal led by Ronny Gosselin have been very active. They primarily build rubber powered flying scale models with great enthusiasm and panache. The Harfang group is serious about modeling -- evidenced by their massive thread on the Small Flying Arts forum, YouTube videos, sponsorship of the FAC French Design Mass Launch, and willingness to fly rubber powered models in the snow.

They produce a newsletter called the Harfang Chronicle and Mail which documents their club activities with their unique blend of serious documentation and humor. A must read for any scale model enthusiast! Here is a link to some of the past editions of the newsletter: [http://www.hippocketaeronautics.com/hpa\\_forum/index.php?topic=4268.0](http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=4268.0)

I'd like to hear from other FF clubs or groups across Canada. I know that there was an active group in Manitoba but have not heard from them in a while. Drop me an E-mail with your club details and a short note about your activities. I'll make sure you get mentioned in this column. ✈



*Current FAI team member Jama Danier testing a new F1A towline glider in the snow at a sod farm near Tottenham Ontario. Yes you can fly Free Flight in the winter! / Jama Danier, membre actuel de notre équipe FAI, effectue des essais de son nouveau planeur tracté F1A dans la neige, à une gazonnière située près de Tottenham (Ontario). Oui, vous pouvez faire voler des maquettes de vol libre l'hiver!*

## LINKS FOR MORE INFORMATION:

BC Aces Free Flight club:  
JBuskell@cascadeaerospace.com  
Calgary Model Airplane Club (CMAC):  
[calgaryfreeflight.org/index.html](http://calgaryfreeflight.org/index.html)  
Toronto Free Flight Group:  
[www.torontofreeflight.org/](http://www.torontofreeflight.org/)  
Great Grape Gathering:  
Roy Smith: [aeronut@kos.net](mailto:aeronut@kos.net)  
Free Flight Forums for plans, ideas and help with all matters Free Flight:  
Hip Pocket Builders Forum  
[www.hippocketaeronautics.com/hpa\\_forum/index.php](http://www.hippocketaeronautics.com/hpa_forum/index.php)  
Small flying Arts:  
[www.smallflyingartsforum.com/YaBB.pl](http://www.smallflyingartsforum.com/YaBB.pl)

# Vol libre (sport et compétition)



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président  
905-985-4458

651

La discipline du vol libre se porte très bien au Canada! En 2012, il y a eu beaucoup d'activité sous plusieurs formes partout au pays. Un bon groupe de modélistes se trouve sur la côte Ouest (BC Aces, dont le président est John Buskell) et un autre groupe est bien actif dans la région de Calgary (Calgary Model Airplane Club – Bernard Guest, président). Bien qu'ils soient peu nombreux, ces spécialistes ont de l'enthousiasme à revendre. Ces clubs sont généralement actifs à l'aide de maquettes antiques et de copies volantes, en plus des avions sportifs et de compétition.

Il y a regain d'intérêt pour le vol libre de la FAI dans l'Ouest et en fait, Bernard Guest fait maintenant partie de l'équipe 2013 de la FAI qui se rendra en France en août prochain. Il s'agit du premier membre originaire de Calgary depuis un bon moment. Bravo, Bernard!

En Ontario, le Toronto FF Group (anciennement appelé le Toronto FAI Group) est encore très actif au sein des rassemblements de vol libre (FAI). La majorité des membres actuels de l'équipe FAI viennent de ce club. D'autres adeptes du vol libre évoluent en Ontario mais sans prendre part à des concours de la FAI, comme Roy Smith, qui aide à organiser le populaire Great Grape Gathering, à chaque mois de septembre.

Ce concours a lieu au terrain de vol HAG (qui date de 1941) à Geneseo (New York). Cette année marque le 43e anniversaire de cet excellent concours! Les amateurs de vol libre y trouveront certainement chaussure à leur pied, des lancers de masse (FAC scale) aux maquettes de compétition AMA, en passant par des concours amusants et des épreuves de la FAI. Voici un lien afin de vous rendre au dépliant du concours : [www.dropbox.com/sg28upc3hi91d6u/Grape%20Grape%20Gathering%202013.pdf](http://www.dropbox.com/sg28upc3hi91d6u/Grape%20Grape%20Gathering%202013.pdf).



Il y a aussi un code QR pour les détenteurs de téléphones «intelligents».

Certains adeptes du vol libre FAI se trouvent au Québec (les experts de F1C Rostislav Perchensky et Eric Condon) mais je ne sais pas si un club est toujours actif. Le groupe de l'Escadrille Harfang Flying Aces de Montréal, que dirige Ronny Gosselin, demeure très actif. Ses membres construisent surtout des maquettes à propulsion élastique, ce qu'ils font d'ailleurs avec autant d'enthousiasme que de panache. Ce groupe prend son modélisme très au sérieux, ce que l'on constate immédiatement en consultant leur volumineux fil de discussion sur le forum Small Flying Arts, des vidéos sur youtube, leur commandite de lancer de masse de la maquette de conception française FAC ainsi que leur volonté de faire voler leurs maquettes à propulsion élastique même dans la neige.

Ce club produit aussi un bulletin qui s'appelle le Harfang Chronicle and Mail qui documente toujours ses activités avec un heureux mélange de documentation sérieuse et d'humour. C'est une lecture obligatoire pour tout passionné de copies volantes! Voici un lien qui vous mènera vers quelques-uns des numéros précédents : [http://www.hippocketaeronautics.com/hpa\\_forum/index.php?topic=4268.0](http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=4268.0).

J'aimerais bien entendre parler des autres clubs de vol libre ou de groupes partout au Canada. Je sais que déjà, un groupe était actif au Manitoba mais je n'ai pas eu de leurs nouvelles depuis un moment. Envoyez-moi un courriel qui traite des détails entourant votre club ainsi qu'un petit mot sur les activités de votre club. Je m'assurerai de vous mentionner dans cette chronique. ✪

## LIENS PORTANT SUR D'AUTRES RENSEIGNEMENTS :

BC Aces Free Flight club:  
[JBuskell@cascadeaerospace.com](mailto:JBuskell@cascadeaerospace.com)



Calgary Model Airplane Club (CMAC):  
<http://calgaryfreeflight.org/index.html>



Toronto Free Flight Group:  
<http://www.torontofreeflight.org/>



Great Grape Gathering:  
Roy Smith: [aeronut@kos.net](mailto:aeronut@kos.net)



Hip Pocket Builders Forum:  
[www.hippocketaeronautics.com/hpa\\_forum/index.php](http://www.hippocketaeronautics.com/hpa_forum/index.php)



Small flying Arts:  
[www.smallflyingartsforum.com/YaBB.html](http://www.smallflyingartsforum.com/YaBB.html)



# Free Flight Indoor



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I've received the following report from John Marett:

"In November 2012, I started looking at the state of our Indoor Free Flight rulebook, and also got a copy of the AMA rules for 2012. I fully anticipated the revised AMA rule for Electric Endurance, which now calls for models weighing no more than 10 grams, powered by a single 10 mAh LiPo cell. An electronic speed control pre-set on the model and run by the same LiPo cell is allowed, but no remote control. There are no size or shape restrictions on the model.

"What did surprise me was the addition of the A6 class to the rules. This was originally a fun event that had so much interest that an annual International postal event has been run since at least 2009, with one again this year.

"The AMA rules for A6 are a bit more complex but here is a summary: maximum 30 sq. in. projected wing area; no

stab or overall length restriction; rubber-powered and paper covered; all stick wood in wing, stab rudder and wing post to be 1/16" square; ribs are 1/16" x 1/32" minimum; solid motor stick 6" maximum dimension (measured from front of nose bearing to front of rear hook; propeller 6" maximum diameter using 1/32" (minimum) flat sheet blades; minimum weight is 1.2 grams and no special materials such as boron, carbon fiber, or foam are allowed.

"Since we adopted the U.S. rulebook back in 1988, Canadian records can be established in these new events at sanctioned events in both the U.S.A. and Canada.

"I also called Ray Harlan, a member of the U.S. Indoor Contest Committee, about changes for 2013. The only change, which neither he nor I believe is a good one, is that timing of a stick model will now be at first touch on the floor, not the flop-down that we are used to. (This is now the same as ROG, which has always been timed to first touch).

"It may take a while before our rule-

book is updated on the MAAC website. When in doubt, check the AMA rules on the internet for exact wordings, or call me at 905-985-4458."

## ADDITIONAL NEWS

Richard Miller advised that this year, the U.S.I.C and A.M.A Indoor Nationals will be flown in a 90-foot site in Champaign, Illinois, about 135 miles south of Chicago. It looks like it will be held August 7 to 11.

In Peterborough on January 20, there were two of the new oversized No-Cal Citabrias (mentioned in the last Indoor Free Flight column in Model Aviation Canada). One flew perfectly right off the board. That makes six so far, including my own.

Two other competitions coming up are: Kent State on April 14, under a 48-foot site in the Kent State Field House, Kent, Ohio. (Contact Don Slusarczic at 216-524-3480) and the Indoor Fling in Pontiac, Michigan on May 5, under a 68-foot site. (Contact Dan Olah at 248-542-8144). ✈

# Vol libre intérieur



Vladimir Linardic 38165  
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J'ai reçu le compte-rendu suivant de John Marett :

«En novembre 2012, j'ai commencé à jeter un coup d'oeil au livret des règlements du vol libre intérieur et je me suis procuré un exemplaire des règlements de l'AMA (américaine) pour cette même année. Je m'attendais à ce qu'on y mentionne la modification afférente à la catégorie Electric Endurance, qui autorise maintenant des maquettes ne pesant pas plus de 10 grammes et mûes par une seule pile LiPo de 10 mAh. Un contrôleur de vitesse est réglé à l'avance et est mû par la même pile, mais un dispositif de télécommande est strictement interdit. Il n'existe aucune restriction quant à la dimension ou à la forme de la maquette.

«Ce qui m'a surpris, c'était l'ajout de la catégorie A6 aux règlements. Celui-ci était à l'origine un événement pour le plaisir qui avait récolté tant d'intérêt qu'un concours postal a été organisé depuis au moins 2009. Un autre a lieu

cette année.

«Les règlements de l'AMA pour la catégorie A6 sont un peu complexes, mais en voici un résumé : surface alaire projetée de 30 pouces<sup>2</sup> au maximum; aucune restriction de longueur de stabilisateur ou de longueur totale; motorisation par élastique et maquette recouverte du bon vieux papier tissu; bâtonnets de balsa pour la construction des ailes et du poteau des ailes, du stabilisateur, du gouvernail de direction (1/16 de pouce); les nervures (ribs) doivent être au minimum de 1/16 de pouce x 1/32 de pouce; bâtonnet moteur solide d'une dimension maximale de 6 pouces (mesuré du roulement de l'hélice à l'avant du crochet arrière pour l'élastique); hélice d'un diamètre maximal de 6 pouces dont les pales sont confectionnées à l'aide de feuilles plates de balsa d'au moins 1/32 de pouce; poids minimal de 1,2 gramme et aucun matériau spécialisé (boron, fibre de carbone ou mousse) n'est autorisé.

«Depuis que nous avons adopté le livret de règlements des États-Unis en 1988, les records canadiens peuvent être établis pendant des rassemblements par-

rainés tant aux États-Unis qu'au Canada.

«J'ai aussi appelé Ray Harlan, un membre du Comité des concours de vol intérieur aux États-Unis, relativement aux changements prévus en 2013. Le seul qui soit prévu -- et ni lui ni moi ne sommes d'accord -- c'est que le temps de chronomètre d'une maquette en bâtonnets sera consigné au moment où il touche le sol pour la première fois et non plus lors de l'atterrissage final auquel nous sommes habitués. (Les maquettes spécialisées en ROG, rise off ground, ont toujours vécu avec un tel règlement.)

«La mise à jour du livret des règlements pourrait prendre un moment sur le site Web du MAAC. Si vous doutez d'un aspect des règlements, tournez-vous vers le livret de l'AMA (dans Internet) pour y lire les mots exacts, ou encore, donnez-moi un coup de fil au 905 985-4458.»

## D'AUTRES NOUVELLES

Richard Miller m'a averti que cette année, les concours U.S.I.C. et A.M.A. Indoor Nationals se dérouleront à un site doté d'un plafond de 90 pieds à Cham-

suite à la page 59

# Control Line



Chris Brownhill 3797L  
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A time to give....maybe!

Many well-meaning modellers getting out of the hobby, or maybe just changing interests will, on occasion, donate their old aircraft and engines to juniors who are learning to fly.

On the surface, this not such a bad thing to do, but many people simply push along their unwanted stuff along to beginners who have no idea how to deal with a poorly built airplane, or an old time-expired engine.

I recently received an unflown Ringmaster from such a donor, on the promise that I would donate it to a suitable young person who was just taking up the hobby.

The airplane was almost certainly untested as the tank's fuel pickup had been modified so that it couldn't possibly draw fuel, and the engine was the old Fast Combat type.

Even in their day, these engines were generally difficult to run as they required a pressurized fuel system! Furthermore, if this engine could be started, it would provide much more power than any training model would require for just flying round and round.

So, if I were to pass this airplane on, it would mean replacing the engine and tank, and also possibly tweaking the controls to provide the right amount of deflection for the purpose of

flight training.

What I am leading up to here is that if you are going to donate your old airplanes to a beginner, please assess carefully whether the airplane is going to be at the very least easily flyable. Also, please be sure that the engine and fuel system is something that a neophyte could deal with. (Old Fast Combat models, by the way, are a really bad choice for beginners due to their very sensitive controls, their speed, and the slim profile view they present, which makes them difficult to see properly.)

At the end of the day, your donation and good deed should be a help to the be-



ginner, and not something that is going to discourage him from ever trying model flying again. So, please try to be both generous and discerning when passing on old equipment.

## FAI COMBAT TRIALS

In preparation for the 2014 Control Line World Championships in Poland, team trials for FAI Combat (F2D) will held throughout this coming summer at various locations in southern Ontario, and the Michigan border area.

The persons entering these trials must be MAAC members, and either have Landed Immigrant status in Canada, or be Canadian citizens. In addition to this, they must comply with the residency requirements outlined in the FAI Aero-modelling rule book.

If you want more information on the trials dates and locations, please contact Brad LaPointe at his e-mail address: bradlf2d@kent.net. ✈

*The first day out, March 9, for the Balsa Beavers Model Flying Club at the Centennial Park Flying Circles. The flyers present are Keith Morgan, Len Bourel, and Juan Barrauda, plus others not shown. The air was pleasant, the snow was melting, and the enthusiasm quite inspiring! / Première journée de vol (9 mars) pour le Balsa Beavers Model Flying Club aux cercles de vol du parc Centennial. Les pilotes présents sont Keith Morgan, Len Bourel, and Juan Barrauda et d'autres qui n'apparaissent pas sur la photo. L'air était doux, la neige fondait et l'enthousiasme avait de quoi inspirer les modélistes!*

# Vol Circulaire



Chris Brownhill 3797L  
président  
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Le moment de donner... peut-être!

Plusieurs modélistes bien intentionnés qui se retirent du passe-temps -- ou dont les intérêts ont changé -- peuvent parfois faire don de leurs vieilles maquettes à de nouveaux membres qui apprennent tout juste à piloter.

À premier abord, c'est un geste bien louable mais plusieurs personnes se débarrassent de leur matériel non voulu à des débutants qui n'ont aucune idée sur la façon de se débrouiller en présence d'un avion mal construit ou d'un moteur

très fatigué.

J'ai récemment reçu un Ringmaster qui n'avait pas volé et le modéliste m'a fait promettre que j'en fasse cadeau à une jeune personne qui se lançait tout juste au sein de notre passe-temps.

L'avion n'avait vraisemblablement pas volé et la conduite d'alimentation en carburant avait été modifiée si bien qu'elle n'arrivait pas à extraire le carburant, en plus que le moteur était un vieux design de type Fast Combat.

Même lors de leur heure de gloire, ces moteurs étaient capricieux puisqu'ils nécessitaient un système d'alimentation pressurisé! De plus, si on arrivait à faire démarrer ce type de moteur, il était

beaucoup trop puissant pour une quelconque maquette de formation qui était destinée qu'à ne voler en cercle pour habituer son propriétaire.

Ainsi, si je me mettais en devoir de remettre cet avion à quelqu'un, ça signifierait qu'il me faudrait remplacer le moteur et le réservoir en plus d'ajuster les câbles afin d'offrir une déflexion qui soit acceptable aux besoins de la formation.

Là où je veux en venir, c'est que si vous faites don de vos vieux appareils à un débutant, veuillez évaluer soigneusement si la maquette pourra aisément voler. Aussi, assurez-vous que le moteur et le système d'alimentation en carbu-

*suite à la page 57*

# C/L Precision Aerobatics



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Chair  
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I received a request asking about how much flap-elevator movement is correct and what hole in the bellcrank and flap horns should be used.

Generally, novice pilots feel they need and try to build in as much as 60 degrees positive and negative deflection. Then they find their plane is stalling at every attempt to make a sharp corner.

Usually, I just follow what is on the plans of the model I am building. I thought it might be interesting to check the online control line boards to see what the consensus might be.

What I found was a wide variety of opinions. Take for example the distance on the bellcrank from the pivot point to the pushrod hole. On the popular control line boards, some say five-eighths of an inch is ideal, others recommend thirteen-sixteenths, some say three quarters is correct and others favour one full inch.

It's the same with the flap horn; I found suggestions ranging from three quarter inch to one and a quarter inch. I even found several lengthy discussions on the topic that included complex mathematical calculations with charts and graphs. So it is not simple.

O.K., if the control system set-up is not a simple standard, then how much control surface deflection is the right amount?

Again, the boards provided no simple answer with ranges anywhere from 20 degrees to 40 degrees.

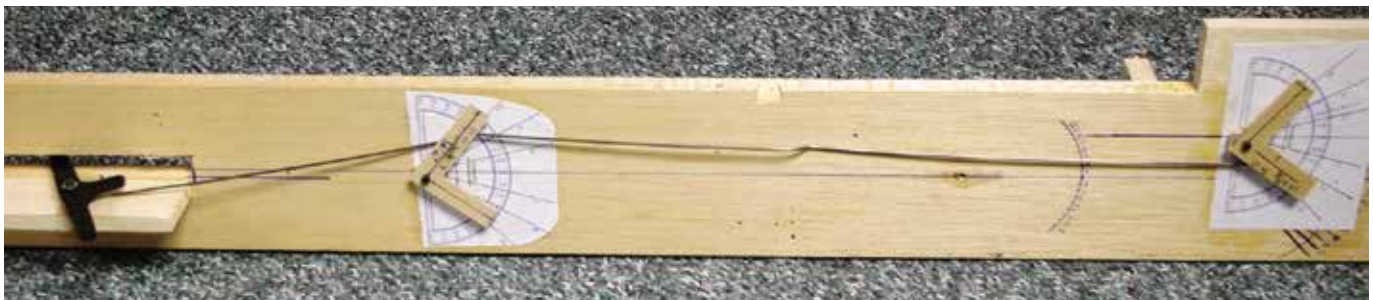
On one of the boards, I saw one contributor had set up a simple jig to measure flap movement vs. bellcrank rotation. I decided to build the jig myself but to include both the flaps and elevator in the exact profile of the model. I put it together one evening and it allows for easy adjustment of pushrods in different distances from the pivot points on bellcrank and control horns and to see for the model how much deflection on the flap and elevator will result.

I can attach my handle with some short lines to the bellcrank to see how much normal movement of my hand generated in terms of control deflection for any particular configuration. So if you would like to study what the ideal control system geometry for your next super stunter might be, then setting up this simple jig may help you.

Finally, make sure you record the data somewhere so you can duplicate in the next build if it worked well or adjust it if you need to improve it on your next model.

In my experience, setting up 40 degrees deflection in each direction with normal wrist movement provides adequate control. Then fine tune the quality of the loops and corners using line spacing at the handle and adjustments at the elevator horn.

Please feel free to send in a photo and description of your latest control line precision aerobatics project. ✈



# Vol circulaire acrobatique



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J'ai reçu une requête qui me demandait combien de débattement est acceptable pour les volets et l'élevateur et à quel trou du guignol (bellcrank) de profondeur et de celui des volets on devrait fixer la tige-poussoir.

Généralement, les novices croient qu'ils ont besoin d'autant de débattement que possible et ils l'établiront jusqu'à 60 degrés. Ils s'aperçoivent ensuite que leur maquette décroche aussitôt qu'ils tentent de lui faire négocier un virage sec.

Habituellement, je suis ce qui est précisé sur les plans de la maquette en

construction. J'ai pensé qu'il serait intéressant de lire ce qu'en disent les internautes dans des sites de discussion en ligne afin d'en dégager un possible consensus.

Je me suis aperçu que les opinions divergent beaucoup. Par exemple, prenons la distance sur le guignol entre le point de pivot et le trou de la tige-poussoir. Dans les groupes de discussion, certains modélistes parlent de 5/8 de pouce comme étant la distance idéale; d'autres recommandent 13/16 de pouce; d'autres invoquent trois quarts de pouce tandis que d'autres sont partisans d'un pouce complet. La discussion prend la même tournure en ce qui concerne le guignol pour les volets; j'ai trouvé des sugges-

tions qui parlent de trois quarts de pouce à un pouce et un quart. J'ai même trouvé de très longues discussions qui faisaient état de calculs mathématiques complexes assortis de tableaux et de graphiques. Alors, j'en conclus que ce n'est pas simple.

D'accord, si la disposition du système de contrôle ne possède pas de norme simple, alors la bonne quantité de déflexion se situe où? Une fois de plus, les groupes de discussion n'ont pas fourni une réponse simple (les réponses variaient de 20 à 40 degrés).

Dans l'un des groupes de discussion, j'ai vu qu'un lecteur et usager avait conçu un petit gabarit simple afin de

*suite à la page 59*



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## UNDERSTANDING AN OUTRUNNER'S NUMBERS

One of the more confusing things about the electric outrunner style of motor is the numbering system used to define them. I will try to illustrate this numbering system using the Hyperion Z4020 series as it is an example of a typical motor used in conversion of glow .40-size models to electric power.

Most outrunners use a six-digit numbering system. The first two numbers, 40 in this case, represent the diameter of the stator in millimetres. The stator is the fixed part in the middle of the motor. The second two numbers, 20, represent the length of magnets in millimetres. These rectangular magnets are attached to the inside of the rotating case.

From these four numbers, you have the physical dimensions of the motor. The third set of two numbers (08, 10, 12, 14, 16 in the case of the Hyperion Z4020 motor), represents the number of wire winds, also called turns.

Other manufacturers use variations on this numbering scheme and sometimes, the second set of numbers can represent the overall length of the motor instead of the magnets, or they have a letter designation to represent a size like S for Short and L for Long.

Some manufacturers will quote the external dimension of the motor as compared to Hyperion's sizing the stator dimension. Some will quote the first four

numbers and then show the Kv rather than the number of winds.

Unfortunately, there is no standard! In any case, remember that bigger and longer means more power! I will try and explain the difference by the following the manufacturer's specifications of the Z4020 series:

The Z4020 motor is generally used with a 4 – 5 cell LiPo battery pack and are most appropriate for models in the weight range of 3.7~8.8 lbs.

In general, it can be seen from the above specifications that the 08 series of motor will turn 915 rpm/volt of power applied, thus you might choose the series when you are forced to use a small prop

	Z4020-08	Z4020-10	Z4020-12	Z4020-14	Z4020-16
Max Efficient Current	45~65A	40~60A	37~52A	35~50A	33~48A
Max Peak 30 Sec	75A	70A	65A	62A	60A
Winding:	8T	10T	12T	14T	16T
Kv (rpm/V)	915	748	660	574	504
Sugg. Power Range	500W ~ 1000W Avg (1100W short time)				

due to landing gear restrictions, and/or you want to limit the weight of your model by using a 4S LiPo battery. The 08-wind motor would produce 95 oz of thrust using a 4S battery pack using an 11 x 7 APC E prop.

You could choose a 16-wind motor (Kv - 504 rpm/volt) for a heavier model using a 5S battery pack with a larger propeller. The 16-wind motor on a 5S battery pack can use a 14 x 8 APC E prop. and it would produce 139 oz. of thrust.

Note the higher wind motors operate on lower amperage due to the higher resistance of the smaller diameter of the winding wires.

( $I=V/R$ , so High resistance = low cur-

rent)

The use of a wattmeter is highly advisable to ensure that you operate your motor within the manufacturer's specifications.

Thrust shown is based on MotoCalc calculations.

In summary, the numbers shown for the Z4020 motor show us the diameter of the motor stator, the length of the motor magnets, (physical dimensions of the motor), and the rpm/volt of applied battery power. Using these numbers allows you to select the correct motor for your model's needs.

One of the early decisions you will have to make in selecting a motor is the desirable weight of the motor, the size and power of the battery and the desired flight time you wish. This example also illustrates how the same size motor can produce a wide range

of power outputs. Readers should take manufacturers' glow equivalents to size their motors with a grain of salt. Reviews of one of the most recent manufacturers' products show that there is little validity to their claims of equivalency to glow engine sizes.

Electric power can be a challenge and I recommend that you do as much reading as you can. <http://www.rcgroups.com> is an excellent source of information.

A series of articles on electric motors is shown by the SouthEasterners Model Club at <http://www.southernsoaringclub.org.za/> ✈

# Électriques



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## COMPRENDRE LA NUMÉROTATION DES MOTEURS DE TYPE CAGE TOURNANTE (OUTRUNNER)

L'une des caractéristiques les plus difficiles à comprendre des moteurs électriques à cage tournante (outrunner), c'est le système de numérotation qu'on utilise pour les nommer. Je tenterai d'illustrer ceci à l'aide de la série de moteurs Hyperion Z4020, puisqu'il

s'agit d'un exemple de moteur typique lorsqu'un modéliste veut convertir sa maquette de dimension .40 à la propulsion électrique.

La plupart des moteurs à cage tournante utilisent un système de numérotation à six chiffres. Les deux premiers numéros (40 dans ce cas) représentent le diamètre du stator en millimètres. La stator, c'est la pièce fixe au centre du moteur. Les deux autres chiffres (20) représentent la longueur des aimants en millimètres. Ces aimants rectangulaires

sont fixés à l'intérieur du boîtier rotatif.

Grâce à ces quatre chiffres, vous connaissez les dimensions physiques du moteur. Le troisième ensemble de chiffres (08, 10, 12, 14 ou 16 dans le cas du moteur Hyperion Z4020) représente le nombre de tours de fils.

D'autres fabricants utilisent des variations de ce code de numérotation et parfois, le deuxième ensemble de chiffres peut représenter la longueur totale du moteur au lieu des aimants ou encore, ils

*suite à la page 59*



# RC Float Plane



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Spring is almost here and soon we'll be on the water again, although some of us have managed to fly throughout the winter.

I received a report and photos from Jim Prowse (MAAC member) who was spending the winter in Arizona flying off Lake Havasu with the Havasu Sport Flyers.

They fly off the lake at Rotary Park on Tuesdays from 7 a.m. till noon. There are usually 15 flyers, some local and some are snowbirds.

The weather is approx 16 degrees C in the morning with a light breeze. Winter is an ideal time of the year to fly in Arizona since June through September is just too hot.

An observation made, the aircraft are about 50/50 internal combustion to electric with electric growing and gas declining. Approximately 90% of the radio systems used are 2.4 GHz.

Lake Havasu City is a city in Mohave County, Arizona, with a population of 52,527. The community first started as an Army Air Corps rest camp during World War II. In the winter months, daytime highs usually range from 17° to 28°C.

One of the tourist attractions in the city is the London Bridge,

bought for \$2.5 million US from the City of London, England when the bridge was replaced in 1968.

Lake Havasu is home to the Schneider Cup Re-enactment Races, which began in 1989. This event is now the "London Bridge Seaplane Classic" which is on again this fall.

## COMING EVENTS

As of the writing of this article, here are the MAAC sanctioned events planned for full details!

These are open to the public but there may be other events that are for club members only, so check with your club for Float Flying activities.

Keep checking the event listing page

on the MAAC website for more events as they get added.

Alberta Zone A  
May 25, 2013 - Rocky Barnstormers R/C Club

September 7, 2013 - Rocky Barnstormers R/C Club

BC and Yukon Zone C

May 26, 2013 - Grindrod Air Force Society

August 2, 2013 - Bulkley Valley R/C Flyers

September 3, 2013 - Shuswap Lake Aero Modelers

Manitoba & NW Ontario Zone D

June 1, 2013 - Lake Of The Woods Aeromodelers

August 10, 2013 - Patricia Region Aeromodelers Inc.

Middle Ontario Zone E  
June 8, 2013 - Burlington R/C Modelers

British Columbia Coastal Zone H

May 5, 2013 - West Coast Radio Controlled Aircraft Flyers Society

Saskatchewan Zone K

May 18, 2013 - Regina Windy Flyers Inc

Southeast Ontario Zone L  
June 22, 2013 - Electric Model Flyers Of Southern Ontario

August 17, 2013 - Beeton Rc Flyers

Till next time, Good Flying!



Jim Prowse getting the Bitza ready to fly at Lake Havasu. / Jim Prowse prépare le Bitza pour son vol à Lake Havasu.

# Avions flotteurs



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Le printemps est presque arrivé et bientôt, nous ferons évoluer nos maquettes sur l'eau, bien que certains d'entre nous avons fait voler des maquettes à l'extérieur tout au long de l'hiver.

J'ai reçu un compte-rendu et des photos de Jim Prowse (un membre du MAAC) qui passait l'hiver en Arizona. Les Havasu Sport Flyers font voler leurs maquettes depuis le lac du même nom.

Ces modélistes font voler leurs avions au parc Rotary les mardi entre 7 heures

et midi. Environ 15 pilotes s'y retrouvent habituellement, certains d'entre eux des habitués, d'autres des snowbirds.

Le mercure se situe habituellement à environ 16 degrés Celsius, le matin, tandis qu'une petite brise souffle. L'hiver est le temps idéal pour faire voler ses maquettes en Arizona puisqu'entre juin et septembre, il fait tout simplement trop chaud.

D'après de premières observations, les maquettes se partagent moitié-moitié à motorisation à combustion et à motorisation électrique; la propulsion électrique gagne du terrain. Environ 90 % des émetteurs sont de technologie 2.4 Ghz.

Lake Havasu City est une aggloméra-

tion située dans le comté d'Havasu et qui compte une population de 52 527 personnes. Cette communauté a été fondée à titre de camp de repos de l'U.S. Army Air Corps au cours de la Seconde Guerre mondiale. En hiver, le mercure oscille durant le jour entre 17 degrés et 28 degrés Celsius.

L'une des attractions touristiques, c'est le pont de Londres que la localité a acheté de la Ville de Londres pour la somme de 2,5 millions \$US, en 1968, lorsque la ville britannique a décidé de le remplacer.

Lake Havasu est le lieu des courses de simulation de la coupe Schneider (pour

*suite à la page 50*



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We are going to talk about one of the most important activities that a giant scale modeller can undertake. That is the process for ensuring that EVERYTHING is right before you put in that first flight with your new bird.

The following list is not intended to be complete but it identifies some of the more important aspects to check in order to have a successful first flight.

Center of Gravity (CG) is probably one of the most critical. If your plane is an ARF, the fuselage or specs should have a mark to use as a reference. Be absolutely certain that your fully assembled airplane comes out on that mark OR even a bit further forward. It is deadly to have the 'CG' anywhere aft of the reference marks. You can always take a bit of lead out or move the batteries or some other component later.

If the plane is scratch-built, there are several reference books that will assist you in establishing the correct CG. Also ensure that whatever you use for weights is secured. If it shakes loose you are in big trouble!

Along with the CG, you must ensure the plane is balanced laterally or side to side. If one wing is slightly heavier than the other or if you do not have all your weight distributed evenly, you will need to either add weight to a wingtip or rearrange items to get it balanced perfectly. Otherwise, you will be putting in some aileron deflection to compensate and that can lead to other problems.

If using a gas or methanol engine, your fuel tank must be on the CG so that as you use fuel during flight, it does not change the balance.

While on the subject of balance, you need to ensure that your prop is correctly balanced. Vibration from an unbalanced prop is an airframe killer!

That beautiful dummy engine and tight

cowl create a lot of heat in your engine. You need to make sure that your engine will not overheat in the air. Baffles are almost certainly required in that type of installation. A heat sensor gun is available that measures the heat from various parts of the engine. You must run the engine on the ground, at speed, for a reasonable length of time in order to test the effectiveness of your engine installation. If it dies or sags on the ground it will likely be worse in the air. Make sure you have sufficient air moving over the fins to keep the engine within operating tolerance and that means you MUST have larger openings behind the engine for all that hot air to escape.

I realize that we have not covered how to conduct these tests but there are many articles and books that describe these things in detail. Good luck and we hope to see that beautiful, new Big Bird out at one of the many Giant Scale events held in your area. ✈

## Copie Volantes Géantes



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Nous parlerons cette fois de l'une des plus importantes activités à laquelle un modélisateur de petits-gros peut se livrer. Il s'agit de s'assurer que TOUT est en ordre avant de procéder au vol inaugural de votre nouvel oiseau.

La liste suivante ne prétend pas être complète mais elle identifie quelques-uns des aspects les plus importants à vérifier afin d'effectuer un vol avec succès.

Le centre de gravité (CG) est probablement le plus critique. Si votre maquette est un exemplaire presque prêt à voler (ARF), le fuselage devrait être doté d'une marque qui constitue la référence au CG. Assurez-vous que votre avion entièrement assemblé s'équilibre sur cette marque OU même légèrement en avant de celle-ci. Il serait très dangereux pour votre avion qu'il s'équilibre à l'arrière de cette référence. Vous pouvez toujours retirer un peu de plomb ou déplacer vos piles ou autres composantes vers l'avant.

Si votre avion est de construction artisanale, plusieurs livres de référence sur le marché vous aideront à établir le bon

CG. Assurez-vous aussi que votre ballast est bien ancré. Si ce poids se déplace, gare à votre avion!

En plus du CG, vous devez vous assurer que votre maquette est équilibrée latéralement (d'un côté à l'autre). Si une aile est légèrement plus lourde que l'autre ou si votre poids n'est pas distribué équitablement, vous devrez alors ajouter du poids à un bout d'aile ou déplacer vos composantes afin de remédier à cela. Autrement, vous devrez ajouter de la déflexion d'aileron afin de compenser cette tendance, ce qui entraînera son propre lot de problèmes.

Si vous utilisez un moteur au gaz ou au méthanol, votre réservoir de carburant doit être placé sur le CG afin de ne pas compromettre les paramètres de vol tandis que la quantité du précieux liquide baisse.

Tandis que je parle d'équilibre, assurez-vous aussi que votre hélice l'est. La vibration provenant d'une hélice débalancée endommagera votre cellule (le reste de l'avion)!

Ce magnifique faux moteur et votre capot profilé généreront beaucoup de chaleur autour de votre moteur. Vous devez vous assurer que votre moteur ne

surchauffera pas en l'air. Des canalisateurs d'air seront sûrement requis pour ce type d'installation. Vous pourrez vous procurer un capteur de chaleur qui fera la lecture de la température en divers endroits de votre moteur. Vous devrez faire tourner le moteur au sol à bon régime et pour un laps de temps acceptable afin de vérifier l'efficacité de votre installation moteur. Si votre moteur hésite ou cale pendant qu'il tourne au sol, les résultats seront plus désastreux en l'air. Assurez-vous qu'une quantité suffisante d'air circule au-dessus des ailettes de refroidissement afin de faire en sorte que votre moteur ne chauffe pas trop et qu'il demeure en deçà des limites du fabricant. Cela veut dire que vous DEVREZ percer des trous plus grands derrière le moteur afin de permettre à l'air chaud d'être évacué.

Je sais bien que je n'ai pas expliqué comment procéder à ces essais, mais plusieurs articles et livres vous décriront ces étapes en détails. Bonne chance et nous espérons voir ce nouvel oiseau prendre la voie des airs lors de l'un des nombreux rassemblements de petits-gros dans votre région. ✈

# RC Helicopter



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Since the 2013 flying season is upon us and your flying has improved from last year and you're looking for the next challenge, it's time to consider contest flying this year.

I've been asked to elaborate a bit on contest flying...

Every summer in Muncie, Indiana, modelling enthusiasts travel from all parts of the continent to compete in the Helicopter Nationals. The event caters to all skill levels with AMA classes Sportsman (Class I) being the entry, Advanced (Class II) the mid, and Expert (Class III), being the seasoned flyers.

Above and beyond the three AMA classes is the international class or FAI F3C class, where the absolute best compete. Names like Gray, Youngblood, Maxwell and Hiatt compete in this exclusive arena. For those who aren't quite

ready to go toe to toe with Scott Gray or Curtis Youngblood, the AMA classes are designed to challenge you at your current level of skill.

Each class consists of a schedule that includes three hovering manoeuvres and five aerobatic manoeuvres with the difficulty of the manoeuvres increasing as you move up in classes. You are judged on your accuracy, consistency, symmetry and cadence in both the hovering and aerobatic portions of your flight.

The current flight schedules can be viewed and downloaded at the AMA website ([www.modelaircraft.org](http://www.modelaircraft.org)). Click on the "Competition and Events" tab along the top, click on "Rules and Regulations" in the drop-down menu and then scroll down to the RC Heli. PDF files are near the bottom on the right. These schedules are great practice for anyone looking to take their flying to the next level – whether you intend on competing or not.

This year's AMA NATS are sched-

uled for July 26 through 30, which is excellent because IRCHA Jamboree runs from July 31 and through August 4 at the same location! What a great way to spend nine days in the middle of summer!

I encourage anyone who wants to improve his flying measurably to consider entering this competition. The atmosphere is competitive but friendly and you will be surprised at what you learn. The other competitors are always willing to provide their own tips and advice and it's neat meeting some of the best in the world and having them say 'good job!'

Take a look at the schedules and do a little practicing. You'll be amazed at your progress when you set specific goals and targets in your flying. There are a couple months left still until the NATS and the registration deadline is July 26, the first day of competition, so practice up and make the leap. You'll never regret it.

See you at the field and fly safely. ✈

# RC Hélicoptères



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Puisque la saison de vol 2013 est arrivée et que votre pilotage s'est amélioré depuis l'année dernière et que vous voulez relever un prochain défi, il serait temps que vous songiez au vol de compétition, cette année.

On m'a demandé d'élaborer un peu là-dessus...

Chaque été, les enthousiastes du modélisme convergent de partout vers Muncie (Indiana) afin de prendre part aux Épreuves nationales d'hélicoptère. Cet événement s'adresse à tous les niveaux d'aptitude avec les catégories AMA Sportsman (catégorie I) en guise d'entrée en matière, avancée (catégorie II) (qui fait office de catégorie du milieu) et experte (catégorie III) à l'intention des pilotes chevronnés.

Au-delà de ces trois catégories, on retrouve les trois qui appartiennent au niveau international (FAI F3C), là où s'affrontent les meilleurs. On peut nommer les Gray, Youngblood, Maxwell et Hiatt. Si vous n'êtes pas prêt à vous mesurer à Scott Gray ou à Curtis Youngblood, les

catégories de l'AMA sont conçues afin de vous intéresser tandis que vous évoluez à votre niveau actuel.

Chaque catégorie consiste en une séquence qui comprend trois manoeuvres de sur-place et cinq manoeuvres acrobatiques; leur niveau de difficulté augmente à mesure que vous gravissez les échelons. On vous jugera sur votre exactitude, l'uniformité, la symétrie et la cadence de vos manoeuvres de sur-place et des positions acrobatiques de votre vol.

Vous pouvez visionner et télécharger les séquences actuelles depuis le site Web de l'AMA ([www.modelaircraft.org](http://www.modelaircraft.org)). Cliquez sur l'onglet «Competition and Events» en haut de la page, cliquez ensuite sur «Rules and Regulations» dans le menu défilant et allez en bas à la section «RC Heli». Vous trouverez les fichiers en format PDF près du bas, à droite. Ces séquences constituent de la bonne pratique pour quiconque désire passer au prochain niveau de pilotage -- que vous ayez l'intention ou non de devenir concurrent.

Les NATS de cette année sont prévus entre les 26 et 30 juillet, ce qui est excellent puisque le Jamboree de l'IRCHA se déroulera entre les 31 juillet et 4 août au même endroit! Quelle bonne façon de

passer neuf jours à faire quelque chose au beau milieu de l'été!

J'encourage quiconque à s'inscrire en compétition s'il veut améliorer son pilotage. L'atmosphère est à la compétition mais aussi à l'ambiance amicale et vous serez vous-même surpris de ce que vous pouvez apprendre. Les autres concurrents sont toujours prêts à offrir des conseils et c'est vraiment agréable de rencontrer quelques-uns des meilleurs pilotes au monde et de les entendre vous dire «Beau travail!»

Jetez un coup d'oeil aux séquences et pratiquez-vous. Vous serez étonné de vos progrès après vous être fixé des objectifs. Il reste encore quelques mois d'ici les NATS et vous avez jusqu'au 26 juillet pour vous inscrire (la première journée du concours), alors commencez à pratiquer et faites le saut. Vous ne le regretterez jamais.

Au plaisir de vous voir au terrain et pilotez en toute sécurité. ✈



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Bonjour, tout le monde.

Je suis chanceux car Chris Moes, du Soo Modelers Club, m'a offert de m'aider à rédiger cette chronique. Le club est très actif au chapitre du vol intérieur et d'après ce qu'en relate Chris, les activités ne ralentiront pas de sitôt!

«Les Soo Modelers ont connu une excellente saison de vol intérieur une fois de plus cette année grâce au président Craig Knight, celui-là même qui procède à tous les arrangements auprès du conseil scolaire local. Nous avons ainsi accès à un gymnase de ballon-panier réglementaire chaque samedi après-midi durant l'hiver. Nous sommes un petit groupe qui évolue dans un environnement de petite taille, mais nous faisons évoluer la plus grande gamme possible de maquettes de vol intérieur : télécommandées, vol libre... même du vol circulaire!

«Les micro-maquettes de tous les genres sont toujours aussi populaires. Celles qui sont plus lentes -- les Vapor, Ember 2 et Champs -- constituent la meilleure introduction qui soit pour la plupart des pilotes qui veulent s'habituer aux dimensions d'un terrain intérieur. Nous accueillons typiquement une micro-maquette tout au long de notre fenêtre de vol de trois heures. Parfois, nous en faisons voler cinq ou six dans le même circuit et nous organisons des courses autour de micro-pylônes au moins une fois

au cours de la saison.

«Les Blue Foamies de Gaston sont devenues la nouvelle référence chez les maquettes de vol 3D. La nouvelle version, plus petite, convient très bien au gymnase où nous volons et un nombre assez important apparaît. Les hélicoptères, surtout les minis, et plus récemment les multicoptères, nous arrivent à chaque semaine.

«Notre appareil préféré, c'est le Sumo. Dotée d'une envergure de 600 mm, cette maquette est fabriquée à l'aide de mousse EPP et on peut se procurer les plans gratuitement en ligne. L'hélice propulsive (à l'arrière) est protégée (enfin, presque) de tous les côtés par le fuselage, les ailes et par un carénage de contreplaqué renforcé de fibre de carbone. Les atterrissages verticaux sont tout à fait normaux chez le Sumo qui peut exécuter des acrobaties poussées, y compris quelques astuces typiquement Sumo comme la manoeuvre consistant à le faire coller au mur. Ces maquettes sont surtout très résistantes et ne s'endommagent que très rarement. Le vol simultané de plusieurs de ces machines procure des collisions et des sourires, parfois des éclats de rire.

«La plus récente folie au gymnase, c'est la surprenante Airbug. Il s'agit d'aéroglesseurs -- une portion de la poussée du moteur à cage tournante (outrunner) de 10 grammes est dirigée vers le sol afin d'offrir un peu de portance. Confectionnées à l'aide de mousse EPP, ces maquettes sont rapides, bruyantes et presque indestructibles. Les faire bou-

ger requiert une bonne dose d'adresse et puisqu'elles volent à 5 mm du sol, elles gênent en rien le vol des avions.

«D'une perspective personnelle, j'ai accepté le conseil de Gaston qui consiste à essayer quelque chose de nouveau à chaque semaine. Nos séances ordinaires de vol intérieur m'ont permis de mettre à l'essai plusieurs prototypes électriques -- des petites micro-maquettes Plantraco aux mini-maquettes de type ducted fan électriques -- ce qui ne coûtait pas très cher et qui ne prenait pas beaucoup de temps à construire.

«L'année dernière, nous avons tenté le vol circulaire pour la première fois et nous avons eu beaucoup de succès. Cette année, j'ai sorti ma maquette à propulsion électrique des boules à mites. Mon Hangar Rat (vol libre) vole régulièrement au grand étonnement des pilotes plus jeunes qui n'en reviennent tout simplement pas qu'une maquette puisse si bien voler sans l'aide de piles ou d'un émetteur!

Vous trouverez une liste sans cesse plus longue des activités de notre club sur youtube en effectuant une recherche avec les mots-clés Soo Modelers. Ou encore, consultez notre canal FarValley des activités de modélistes dans la région d'Algoma.

Pour de plus amples renseignements sur les Sumos, les Airbugs ou les activités de notre club, veuillez communiquer avec moi (en français comme en anglais) par le biais de l'adresse courriel de Gaston, indiquée plus haut.» ✈

Avions flotteurs

suite de la page 47

hydravions) depuis 1989. Cet événement s'appelle maintenant le London Bridge Seaplane Classic, et une prochaine édition aura lieu cet automne.

À venir  
au moment d'écrire cette chronique, voici quelques-uns des rassemblements que parraine le MAAC, en cours d'année. Vérifiez la liste des événements à venir afin de lire les détails!

Ces rassemblements accueillent le public, mais certains autres pourraient s'adresser uniquement à des membres, si bien qu'il vaudrait mieux que vous consultiez votre club.

Vérifiez la page appropriée au site Web du MAAC puisque certains rassemblements se font ajouter.

Zone A (Alberta)  
25 mai 2013 - Rocky Barnstormers R/C Club  
7 septembre, 2013 - Rocky Barnstormers R/C Club  
Zone C (Colombie-Britannique et Yukon)  
26 mai 2013 - Grindrod Air Force Society  
2 août 2013 - Bulkley Valley R/C Flyers  
3 septembre 2013 - Shuswap Lake Aero Modelers  
Zone D (Manitoba et Nord-ouest ontarien)  
1er juin 2013 - Lake Of The Woods Aeromodelers  
10 août 2013 - Patricia Region Aeromodelers Inc.

Zone E (Milieu Ontario)  
8 juin 2013 - Burlington R/C Modelers  
Zone H (zone côtière Colombie-Britannique)  
5 mai 2013 - West Coast Radio Controlled Aircraft Flyers Society  
Zone K (Saskatchewan)  
18 mai 2013 - Regina Windy Flyers Inc  
Zone L (Sud-est Ontario)  
22 juin 2013 - Electric Model Flyers Of Southern Ontario  
17 août 2013 - Beeton Rc Flyers

D'ici la prochaine chronique, bons vols! ✈

# RC Indoor



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Hi everyone.

I was very fortunate to obtain the help from Chris Moes from the Soo Modellers Club to write the following article. The club has been very active with indoor flying and, according to Chris, it's not slowing down anytime soon.

*"The Soo Modellers had an excellent indoor season again this year thanks to club President Craig Knight, who makes all the arrangements with the local school board. We have access to a standard basketball gym every Saturday afternoon during the winter months. We are a small group in a small venue, but fly the widest possible range of models indoors - RC, free flight... even control line!*

*"RC micros - of all types - continue to be popular. The slower ready-to-fly models such as the Vapor, Ember 2, and Champ have proven to be the best introduction for most RC modellers to adapt to the confines of indoor flying. Typically, we have at least one micro airborne throughout our three-hour time slot. On occasion, we have five or six in the circuit together, and enjoy informal micro pylon races at least once per season.*

*"Gaston's Blue Foamies have become the new standard in 3D aerobatic types. The new, smaller version is especially well suited for our venue, and a growing number are beginning to appear. Helicopters, especially the minis, and more recently the 'multi-copters', are also weekly regulars.*



*Sumos ready for battle. ./ Les Sumos sont prêts à livrer combat.*

*"Our favourite aircraft is the 'Sumo'. At a wingspan of 600 mm, these are made of EPP foam and free plans available on the internet. The pusher propeller is protected (more or less) on all sides by the fuselage, wings, and a carbon fibre reinforced plywood shroud. VTO take-offs are routine for the Sumo, which is capable of wild aerobatics and many special 'Sumo tricks' such as sticking to the wall. Best of all, they are very tough, and seldom cause serious damage to each other. Flying several Sumos together is a full contact sport and guaranteed to stir rounds of laughter and smiles all around.*

*"The most recent 'craze' to hit our gym is the amazing Airbug. These are true hovercraft - with a portion of the thrust from the 10 gram outrunner being ducted downward to provide lift. Made of*

*EPP foam, they are fast, noisy, and virtually indestructible. They take considerable skill to master, and as they 'fly' only about 5 mm above the floor they don't interfere with 'normal' airborne activities.*

*"From a personal perspective, I have taken Gaston's advice to "try something new every week". Our regular indoor sessions have allowed me to test a wide range of small electric prototypes - from sub-micro Plantraco types to brushless micro EDFs - all at very low cost and time to build.*

*"Last year, we tried indoor electric micro control line for the first time - with great success. This year, I dug out my rubber winder and some vintage plans. My free flight Hangar Rat is now a regular performer, much to the amazement of the younger crowd, who are awestruck that a model can fly so well without a battery or electronic controls!*

*"A growing list of short videos of our club's activities can be found on YouTube by searching 'Soo Modellers' or check out our channel 'FarValley' for general aeromodelling activities in the Algoma region.*

*For more info on Sumos, Airbugs, or any of our club's indoor activities, please contact me (in French or English) via Gaston's e-mail address above." ✨*



*Airbugs on the Start line. Three... two... one... go! / Les Airbugs sur la ligne de départ. Trois... deux... un... go!*



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Sorry for skipping last issue. Keith is usually challenged for space and I didn't have much to say...

This article is in parallel with the annual Jet Committee report submitted to the Board of Directors, so please have a look at it on the MAAC website.

In this column, I wanted to quickly touch on the topic of engine sizing. Every kit we build has a recommended engine size associated with it. Some are very general but some are built to specifically limit the builder to a physical turbine size. That works for now, but as the power density of turbines evolves, the thrust can creep up, years later.

My trusty old HotSpot, R.I.P., was built for a JetCat P-80 that had about 18 lbs of thrust. I once saw a video of a HotSpot flying on a RAM-500, with about 12 lbs of thrust, but it had to be

run flat out to achieve reasonable performance. I flew with a pilot that stuck with the recommended P-80, but every other HotSpot owner I've met pushed the limit up to the ~P-120, or 30-ish-lb range.

Using higher thrust motors is achievable because the engine diameter and weight stayed the same, but there are other considerations that many pilots overlook when doing this.

First is fuel consumption. A good engine is designed to produce power, and do it efficiently. It would be a whole new ball game if turbofans were available, but turbo jets are naturally thirsty engines. Generally speaking, efficiency comes with a larger pressure ratio. The point here is that you can oversize an engine and crank it back to decrease the top end a bit, but consider that the pressure ratio will be lower, so your engine may never reach its maximum 'thrust specific fuel consumption', as in the fuel consumption per unit of thrust. In other

words, with a detuned engine, chances are you'll need a larger tank.

The next factor to consider is thrust. Engines have three thrust ratings; static thrust, dynamic thrust, and residual thrust. Static thrust is usually the engine rating, dynamic is the same but now flying, and residual is the unavoidable thrust at idle.

Engines are all rated in maximum static; some display residual, and dynamic is never discussed. For dynamic, just ask around and see if you can find two identical models with roughly the same static ratings and see for yourself. The important one to watch out for is residual though, as it can make your life very difficult on landing. Generally speaking, look for 1.2 lbs on a P-80 / 120-size airframe and you'll be O.K. The older Wren 54 series engines were around 0.5 lb. Very generally, I always look for a model that stays motionless or stops on its own without brakes at idle. ✈

## Avions à réaction



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Je m'excuse d'avoir raté le dernier numéro de la revue. Keith (Morison) manque souvent d'espace et je n'avais pas grand-chose à dire...

Cette chronique est rédigée en parallèle avec le rapport annuel préparé à l'intention du Comité des jets et que je soumetts au Conseil de direction, alors veuillez consulter le site Web du MAAC afin d'en prendre connaissance.

Grâce à ces lignes-ci, je voulais brièvement parler de la dimension des moteurs. Chaque kit que nous assemblons est accompagné d'une recommandation de motorisation. Certaines de ces recommandations se veulent très générales mais certains kits limitent intentionnellement la puissance que la maquette terminée pourra encaisser. Cela fonctionne pour l'instant mais à mesure que s'améliore la puissance des turbines, la poussée produite devient plus importante, quelques années après la conception des kits.

Mon bon vieux HotSpot (aujourd'hui détruit), était conçu pour une turbine JetCat P-80 qui offrait une poussée de

18 livres. J'ai déjà visionné une vidéo dans laquelle un HotSpot était mû par une turbine RAM-500 offrant environ 12 livres de poussée; mais le pilote devait toujours voler à pleins gaz afin d'en extraire la moindre performance. J'ai déjà volé en compagnie d'un pilote qui s'en était tenu à la turbine P-80 recommandée, mais tous les autres propriétaires de HotSpots que j'ai rencontrés avaient étiré les limites du design en installant une P-120, ce qui offrait une poussée d'environ 30 livres.

Il est concevable d'installer des moteurs plus puissants parce que le diamètre et le poids des turbines plus modernes est demeuré le même, mais vous devriez songer à d'autres paramètres, ce à quoi certains pilotes ne pensent pas toujours.

Le premier, c'est la consommation. Un bon moteur est conçu afin de produire de la puissance, et ce, efficacement. L'idéal, ce serait d'assister à la conception de turbofans, mais nos turbines demeurent des moteurs gourmands. Généralement, l'efficacité est atteinte à l'aide d'un rapport plus important de pression. Là où je veux en venir, c'est que si vous installez un moteur plus gros mais que vous y al-

lez un peu plus doucement sur les gaz, le rapport de pression sera moindre et votre moteur n'atteindra probablement jamais sa consommation propre à la poussée ('thrust specific fuel consumption') maximale, en d'autres mots, sa consommation de carburant par unité de poussée. Définition : votre moteur dérégulé fera probablement appel à un réservoir de carburant plus imposant.

Le deuxième paramètre à considérer, c'est la poussée. Les moteurs possèdent trois cotes : poussée statique, poussée dynamique et poussée résiduelle. La poussée statique est normalement la cote (rating) du moteur; la poussée dynamique est la même, sauf que cette fois-ci, l'avion est en vol; la poussée résiduelle, c'est la poussée qu'on ne peut éviter, même lorsque le moteur tourne au ralenti.

Les moteurs sont tous cotés pour leur poussée statique maximale; certains vous précisent la poussée résiduelle, mais la poussée dynamique n'est jamais abordée. Pour cette dite poussée dynamique, jetez un coup d'oeil autour de vous et voyez si vous pouvez trouver deux maquettes identiques qui sont dotées des mêmes

*suite à la page 57*

# RC Precision Aerobatics



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Lately, we gained an hour of daylight each day with the switch to Daylight Savings Time in B.C. Now, it would be great if the weather would just cooperate so we can get some practice flights in before the first contest in May.

For most of us, it is now the end of indoor flying and what a season it was. There were many firsts: the first Cobourg, Ontario contest to pick our first FAI F3P world team and the first FAI F3A World Contest in Coburg, Germany.

Congratulations to Xavier and Pat for representing Canada -- it looks like you had a lot of fun.

It would be nice to hold more indoor Precision Aerobatic events in Canada but the cost of renting a suitable space is very high. If you would like to see an in-

door event held in your area, please talk to your fellow flyers and see if someone is willing to step up and CD the contest.

Once an event is scheduled, it's important to commit to attending early so the CD can budget appropriately and not be left having to cover expenses from his own pocket.

I am in the process of tweaking my Xigris for the Pattern season ahead -- probably many of you are getting your planes ready, too. Touching up a few paint spots, checking all control surfaces, horns, clevises and the like. I might even build a new lighter battery tray as I will need to try and equal out the weight of the extra paint I just put on.

One of the reasons for the paint touch-up was that I broke a blind nut on the gear while landing. I will be changing those out for the new season, too. I have never seen one break before and I will be checking on them more often, now.

I am planning to fly a few practice rounds on the Easter long weekend at the new Chilliwack field. Hopefully, we will be able to have a contest there, this year.

Preparations for Team Canada's trip to South Africa are well underway. They are once again fundraising to help finance the trip. If you would like to help visit their website at <http://members.shaw.ca/pwnews/pwnf3a/Home.html>

New things to watch for this year... Looks like there will be a new website, with a new name for Precision Aerobatics. More on that next time. We will be updating the Canadian Precision Aerobatics rule books, adding the Committee recommendations once they are passed by the MAAC Board. I am sure that most of last year's committee members will be staying on for 2013 but I hear that we will also have a couple of new committee members. I will keep you posted.

Keep a positive altitude. ✈

# RC - Acrobatie de Précision



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Dernièrement, nous avons gagné une heure par jour en changeant à l'heure avancée, en Colombie-Britannique. Maintenant, ce serait chouette si la météo pouvait coopérer de sorte à ce que nous puissions pratiquer avant le premier concours, en mai.

Pour la plupart d'entre nous, le vol intérieur est terminé et quelle saison! Nous avons été témoins de plusieurs premières : le premier concours à Cobourg (Ontario) afin de sélectionner une équipe FAI de F3P ainsi que le premier concours de cette même discipline à Coburg (Allemagne).

Félicitations à Xavier et à Pat pour la représentation canadienne qu'ils ont assurée -- on dirait que vous vous êtes beaucoup amusés.

Ce serait agréable de présenter davantage de concours intérieurs d'acrobatie de précision au Canada mais le coût de location de tels lieux est très élevé. Si vous voulez assister à un tel événement dans votre région, parlez-en à vos collègues pilotes et vérifiez si l'un d'entre eux ne voudrait pas diriger le concours.

Une fois un tel concours prévu à l'ho-

raire, il importe de s'y consacrer en s'inscrivant tôt, de sorte à ce que le directeur de concours n'ait pas à couvrir certaines dépenses de sa poche.

Je suis en train d'ajuster mes Xigris en prévision de la saison de voltige -- plusieurs d'entre vous en faites probablement de même aussi. Je recouvre quelques égratignures sur la peinture et je vérifie mes gouvernes, mes guignols et ce genre d'accessoires. Je pourrais aussi assembler un plateau de piles plus léger, de quoi perdre quelques onces de poids que j'ai consacrées à une nouvelle couche de peinture.

L'une des raisons de ces travaux de peinture, c'est que j'ai cassé un boulon sur le train d'atterrissage au moment de toucher terre. Je les remplacerai en prévision de la saison. Je n'ai jamais vu une telle défaillance, aussi vais-je les vérifier encore une fois, en cours de saison. J'ai l'intention d'effectuer quelques rondes de pratique au cours de la longue fin de semaine de Pâques au nouveau terrain de Chilliwack. Avec un peu de chance, nous pourrions peut-être y organiser un concours penant l'année.

Les préparatifs de voyage pour l'Afrique du Sud vont bon train chez Équipe Canada. Les membres s'affairent présentement à faire une cueillette de

fonds afin de financer cette expédition. Si vous voulez donner un coup de pouce, consultez leur site Web au <http://members.shaw.ca/pwnews/pwnf3a/Home.html>.

À surveiller, cette année... Il semble que notre discipline pourra compter sur un nouveau site Web et un nouveau nom. Je vous en dirai plus long la prochaine fois. Nous moderniserons aussi les livrets de règlements de l'acrobatie de précision pour le Canada et nous y ajouterons les recommandations du Comité, une fois qu'elles auront été approuvées par le Conseil de direction du MAAC. Je suis persuadé que la plupart des membres du Comité demeurent en poste en 2013 mais j'ai entendu dire que quelques nouveaux visages se sont ajoutés. Je vous tiendrai au courant.

Gardez une attitude positive! ✈



**TELL US YOUR STORIES**

We are looking for good ideas and great stories!  
Articles should be about  
475 words with 4 to 6 photos.  
Model Profiles should be about  
300 words with 4-6 photos.

**Racontez-nous une histoire!**

Nous recherchons quelques bonnes idées  
et des histoires sensationnelles.  
Les articles proprement dit devraient compter  
environ 475 mots et comporter de 4 à 6 photos.  
Les profils de maquettes devraient compter  
environ 300 mots et comporter de 4 à 6 photos.

# RC Pylon



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A couple of weeks ago, I returned from a major North American pylon competition held in Los Angeles. The Valley Flyers of the San Fernando Sepulveda Basin hosted the Basin Q40 Classic race when the Speedworld Flyers of Phoenix were unable to. There were 58 competitors registered, including nine from Canada.

In attendance were Roy Andrassy, Kevin Moorehouse, Doug Houston, Delbert Godon, Kevin and Allan Umbach, Lyle Baker, Henry Redekop and myself. All of these pilots are from the Western Prairie district.

The two-day competition saw the best of the best duel it out around the pylons for top honours. If you do well at the Q40 Classic, you are among the best. The weather in late February was warm enough to be in shirt sleeves during the afternoon. Winds were calm on Saturday for the first day of competition but strengthened to about 30 km/h and gusting on Sunday. This made for a difficult path around the pylons at times, due to turbulent winds coming off the surrounding landscape features.

Many of the 58 pilots lost at least one aircraft due to mid-air collision or from flying through bad air created by the aircraft in front. Fortunately, I did not damage any of my airplanes. However Roy, Henry, Kevin, Doug and Delbert each lost a bird during competition. This is part of the racing game and many times, the incidents are unavoidable.

Roy Andrassy of Calgary was tied for third place and captured the position after a tie breaking fly-off. I was in a six-way tie for fifth place after the regular heat rounds. The pilots tied for points all decided to not risk a potential mid-air



*Nine pilots from Canada attended the Q40 Classic pylon race north of Los Angeles, California in February. / Neuf pilotes du Canada se sont rendus à la course Q40 Classic de Los Angeles (Californie), en février dernier.*

collision in a fly-off, so we opted to decide finish position by each pilot's fastest time. After the smoke had cleared, I finished in ninth position. The other Canadian pilots finished in the following order:

- 17 Lyle Baker
- 25 Allan Umbach
- 26 Kevin Moorehouse
- 29 Delbert Godon
- 30 Henry Redekop
- 31 Doug Houston
- 37 Kevin Umbach

Roy's fastest time for the competition was 1:00.80. This is only 0.03 seconds slower than his official national fast time record. Roy really had his plane moving in the fast sea-level air. During the competition, four pilots posted ten-lap times under one minute. In pylon racing, one minute is the magical barrier. It's almost like breaking through the sound barrier in terms of difficulty and in terms of notoriety. Not many are fast enough to do it and often, the local conditions have to be just right to be able to fly that

fast.

In April, Roy and Delbert will travel to Japan to race in a Q40 contest overseas. I'll report on how our Canadians did at that contest in the next issue.

Back at home, our pylon racing season in western Canada will open on May 25, 26 in Calgary. We will hold Quickie 500 racing on Saturday and Electric Formula One racing on Sunday. E-F1 is the entry level event for pylon racing. Anyone who has one of the approved race set-ups using any of the E-Flite Pogo or Shoe-string, the Nitroplanes Miss Dara, or the Great Planes Proud Bird are welcome to enter the competition. Come out and give pylon racing a try. Contact me for details.

Two weeks later, the Edmonton boys are hosting their pylon contest at the Scott Currie field near Morinville, north of Saint-Albert, Alberta. Pylon competition then moves to Regina at the Windy Flyers field on June 22-23.

The season is short. Get out and do some racing. ✈

# RC Course Autour de Pylônes



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Il y a quelques semaines, je suis revenu d'une importante compétition nord-américaine qui avait lieu à Los Angeles. Les Valley Flyers of the San Fernando Sepulveda Basin étaient les hôtes de

la course Basin Q40 Classic lorsque les Speedworld Flyers of Phoenix ont eu un empêchement. Quelque 58 concurrents se sont inscrits, y compris neuf du Canada.

Il s'agissait de : Roy Andrassy, Kevin Moorehouse, Doug Houston, Delbert Godon, Kevin et Allan Umbach, Lyle Baker, Henry Redekop et moi-même. Tous ces pilotes proviennent du district des

Prairies.

Ce concours de deux jours a vu les meilleurs se mesurer l'un à l'autre autour des pylônes afin de récolter les honneurs. Si vous vous débrouillez bien au Q40 Classic, vous faites partie des meilleurs. Le temps, fin février, était suffisamment clément pour qu'on se promène

*suite à la page 58*



# RC Sailplane



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Clubs whose primary activity is R/C soaring were identified in my March column. I was pleased to hear from Nova Scotia's Charles Sparrow. He indicates that aside from himself in Truro, soaring is also happening near Halifax.

Can someone please send contact info to me for the Halifax club?

This winter, the Southern Ontario Glider Group (SOGGI) visited local power model clubs to describe R/C soaring, and discuss the League of Silent Flight. Within those clubs, we met over a dozen individuals who occasionally fly sailplanes. We have welcomed them to participate in our 2013 events.

Club newsletter editors often toil in obscurity. To give their work more recognition and a wider readership, a proposal is being floated to form an editor's 'Coalition-of-the-Willing.' The Coalition would contribute articles to a first-ever R/C Soaring 'Annual,' showcasing the Soaring movement across Canada. The aim is to capture a coast-to-coast sampling from your newsletters, and any other articles that you may choose to create just for the Annual, in either official language.

Contact SOGGI's Editor, Dick Colley



*Dick Colley ducks, after connecting my "Legend" sailplane to the hi-start. Send me your own photos, or I'm afraid you're going to see more of this sort of thing. / Dick Colley se penche après avoir accroché mon Legend au sandow (hi-start). Envoyez-moi vos propres photos, sinon quoi vous verrez d'autres photos du genre.*

(colleydogge@execulink.com) ( phone: 905 296-4027) for submission guidelines. He has offered to receive articles, and combine them into one file. The combined digital file would be sent to all soaring club editors (and to non-soaring clubs on request), for further editing to suit their own purposes, or to use as is.

We will not recognize all of its possi-

bilities until it's finished. But for example, you might distribute it electronically to your membership, e-mail it to people who are considering joining your club, print it as a contest souvenir, or offer a display hardcopy to your local hobby shops for customers to read. The MAAC Archives also need a copy.

Until next time, think thermally. ✪

# Planeurs



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Les clubs dont l'activité principale est le vol à voile (planeurs) ont été identifiés dans ma chronique du mois de mars. Il m'a fait bien plaisir d'entendre parler du Néo-Écossais Charles Sparrow. Il m'a indiqué qu'en plus de lui-même à Truro, certains modélistes font voler des planeurs près d'Halifax.

Est-ce que quelqu'un pourrait m'envoyer des coordonnées pour ce club d'Halifax?

Cet hiver, le Southern Ontario Glider Group (SOGGI) a effectué une tournée de clubs de maquettes motorisées afin de décrire ce qu'est le vol à voile et afin de discuter de la League of Silent Flight. Nous avons rencontré plus d'une dou-

zaine de pilotes qui font occasionnellement voler des planeurs. Nous les avons invités à participer à notre brochette d'évènements en 2013.

Les éditeurs de bulletins effectuent souvent leur boulot dans l'anonymat le plus parfait. Histoire de reconnaître leur travail et de leur offrir un lectorat plus important, quelqu'un a suggéré la création d'une Coalition des déterminés. Cette coalition contribuerait des articles à une publication annuelle de planeurs télécommandés (une première), ce qui permettrait de mettre en vedette notre discipline partout au Canada. L'objectif : assembler un échantillonnage de vos bulletins de club et d'articles que vous voudriez peut-être rédiger pour les besoins de l'Annuel, dans une langue officielle ou l'autre.

Veillez communiquer avec l'éditeur

du Club SOGGI, Dick Colley (colleydogge@execulink.com) (téléphone: 905 296-4027) afin d'en connaître les paramètres de soumission d'article. M. Colley nous a offert de recevoir les articles et de les combiner en un seul fichier. Ce fichier numérique pourrait ensuite être envoyé à tous les éditeurs de clubs de planeurs (et sur demande, aux clubs de maquettes motorisées) afin que leur propre éditeur respectif procède à des modifications pour utilisation ultérieure; les articles pourraient aussi être publiés tels quels.

Nous n'en connaissons véritablement les possibilités et ramifications jusqu'à ce que ce projet soit terminé. Par exemple, cependant, vous pourriez distribuer l'Annuel électroniquement à vos membres ou l'envoyer à des personnes qui songeaient à devenir membres chez vous. Vous pour-

*suite à la page 58*

# RC Scale Aerobatics



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A couple of updates as we gear up (pun intended) for an exciting summer!

## TEAM CANADA SELECTION

As this goes to press, we are still working on the Team Canada selection process for the upcoming IMAC World Championship, to be held in 2014 in Muncie, Indiana. If you want to stay informed, please contact me directly (Isabel.Deslauriers@mail.mcgill.ca) or fill out an intent to register form at www.ScaleAerobaticsCanada.com. It's the best way to ensure that you get all the updates that happen in between editions of Model Aviation Canada.

## CALENDAR OF EVENTS

The best place to get a snapshot of the IMAC and Scale Aerobatics events for the summer is at ScaleAerobaticsCanada.com. If your event is not listed, please let me know. All IMAC events also appear on www.mini-iac.com. The geographical spread of scale aerobatics events continues to diversify, which is very exciting! In particular, huge kudos to everyone in Alberta who have become a steady presence on the IMAC scene!

## REASONS TO GET STARTED

There are a few special incentives this year to get involved. Great Hobbies is again offering a great prize (a 50cc aerobatic airplane and engine) which will be up for grabs for pilots entering in Basic, Sportsman or the Great Hobbies intro

challenge this year – the intro challenge is something that you can easily organize at your club to spice up your Fun Fly or to add an event to your calendar, contact me for details.

You will get participation prizes for your club and a chance for this grand prize, and we'll try to hook you up with a demo from one of the top pilots in the country. Great Hobbies is also launching a junior team program, please check ScaleAerobaticsCanada.com for all the details on these incentives.

Finally, if you'd like to see a specific scale aerobatics subject covered in this column or as a special feature, send me your feedback! We are always looking for new ideas. ✈

# Acrobatie de Copies Volantes



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Je vous fais part de quelques mises à jour puisque nous nous préparons pour cet été!

## SÉLECTION D'ÉQUIPE CANADA

Au moment où ce texte part vers l'imprimerie, nous nous affairons toujours au processus de sélection de l'équipe canadienne en prévision du Championnat mondial de l'IMAC à Muncie (Indiana) en 2014. Si vous voulez demeurer au courant des développements, veuillez communiquer directement avec moi (Isabel.Deslauriers@mail.mcgill.ca) ou complétez une formule d'intention de participer, disponible au www.ScaleAerobaticsCanada.com. C'est la meilleure façon de vous assurer d'obtenir toutes les nouvelles, entre les diverses parutions de Model Aviation Canada.

## CALENDRIER DES ÉVÈNEMENTS

Le meilleur endroit pour obtenir un aperçu des rassemblements de l'IMAC et d'acrobatie de copies volantes au cours de l'été prochain, c'est de consulter le site Web que je viens de vous mentionner. Si votre concours ne figure pas sur la liste, veuillez m'en informer. Tous les événements de l'IMAC apparaissent aussi au www.mini-iac.com. C'est très excitant de constater que les rassemblements pour copies volantes acrobatiques continuent de s'étendre, géographiquement! En particulier, un très gros bravo est de mise à tout le monde en Alberta, une province qui organise souvent quelque chose au sein du mouvement IMAC!

## QUELQUES RAISONS POUR SE LANCER

Cette année, quelques incitatifs ont été imaginés afin d'encourager les modélistes à se lancer. Une fois de plus, Great Hobbies offre un fabuleux prix (une copie volante acrobatique de 50 cc et un moteur); celui-ci sera tiré au hasard parmi

les pilotes qui s'inscrivent au sein des catégories Basic, Sportsman ou le grand Défi Great Hobbies (d'introduction), cette année -- ce défi, c'est quelque chose que vous pouvez facilement organiser dans votre club afin d'ajouter du piquant à votre Fun-fly et c'est tout aussi facilement quelque chose que vous pouvez ajouter à votre calendrier. Communiquez avec moi afin de récolter les détails.

Vous recevrez des prix de participation ainsi que la chance de remporter ce grand prix et nous tenterons de coordonner une démonstration de l'un des meilleurs pilotes du pays. Great Hobbies lance aussi un programme à l'intention des jeunes, alors vérifiez ScaleAerobaticsCanada afin d'en connaître tous les détails.

Finalement, si vous voulez voir traiter un certain sujet dans cette chronique ou que vous voudriez y lire un profil sur quelque chose, envoyez-moi un commentaire! Nous recherchons toujours de nouvelles idées. ✈



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"Flying electric powered, state of the art precision aerobatic calgary will be Chad Northeast from Oakville, Ontario, Colin Chariandy from Oakville, Ontario, Michi Akimoto from Victoria, British Columbia and also our first Junior member, Ethan Chariandy, also of Oakville.

"Further information about our team is available on the web at <http://members.shaw.ca/pwnnews/pwnf3a/Home.html>.

"Sending a team to a major event such as the World Championships requires a committed group of people with solid financial backing and we are appealing to our fellow members in MAAC-affiliated model clubs for financial support. We not only rely on your generous donations but on fundraising and other means to cover expenses.

"These costs can be substantial as entry fees alone can surpass \$700 for each pilot. As the F3A Team Manager for 2013, I am asking for a monetary donation from your club or individual membership. The amount is totally up to each club or individual as any funds put towards our cause will be greatly appreciated. Team donations can be made in the form of a cheque payable to the team manager, Dave Reaville, 1087 Hollypark Rd., Brentwood Bay, B.C. V8M 1E6.

"Kindly send or submit your donation before June 1, 2013 and clearly identify you or your club's name, address and contact info so we can officially recognize and thank you for the generous support.

"Regards, Dave Reaville."

I'm going to finish this article by thanking Dave for this letter and wishing our team the very best of luck at the World Championships in South Africa. ✈

de seulement cinq membres initiaux et de laisser les choses ainsi jusqu'à ce qu'ils trouvent un nouveau terrain.

Plus tôt cette année, Steve Weber a décidé d'inscrire une petite annonce sur Kijiji : «Club de maquettes télécommandées se cherche un nouveau terrain de vol.» Un propriétaire terrien de Sooke leur a fait signe.

Le 2 mars 2013, les membres du club et moi-même nous sommes rencontrés au terrain en question afin de discuter des possibilités de disposition du terrain; les lignes directrices et le Code de sécurité du MAAC ont été observées. Le club a alors entrepris des discussions avec le propriétaire et une entente provisoire a été conclue afin de développer le terrain. Celui-ci est situé à environ 2 km au Sud de Sook, sur le chemin West Coast. Si vous voulez en savoir plus long sur le club et sur le terrain, consultez le site Web, au [www.pwrcfs.com](http://www.pwrcfs.com).

La lettre suivante nous provient de Dave Reaville, gérant de l'équipe MAAC d'acrobatie de précision FAI :

«L'équipe canadienne d'acrobatie de précision représentera une fois de plus le Canada lors du prochain Championnat mondial de F3A en Afrique du Sud, en août prochain. Le Canada a acquis la réputation d'envoyer nos meilleurs pilotes du pays et cette année ne fait pas exception à la règle.

«Les membres suivants piloteront des maquettes électriques dernier cri : Chad Northeast (Calgary), Colin Chariandy (Oakville), Michi Akimoto (Victoria) et notre premier membre cadet, Ethan Chariandy (aussi d'Oakville).

«Vous pouvez en savoir plus long sur

notre équipe en consultant le <http://members.shaw.ca/pwnnews/pwnf3a/Home.html>.

«Pour pouvoir envoyer une équipe à un tel rassemblement d'envergure nécessite le dévouement d'un groupe de personnes et un bon appui financier, si bien que nous faisons appel à nos membres associés à l'un ou l'autre des clubs au Canada. Non seulement nous fions-nous à de généreux dons mais nous procédons à une cueillette de fonds et à d'autres façons de couvrir les dépenses.

«Ces coûts peuvent être importants puisque l'inscription peut coûter à elle seule 700 \$ et plus par membre d'équipe. À titre de gérant de ladite équipe en 2013, je demande un don en argent à votre club et de la part de chacun des membres. La somme est laissée à l'entière discrétion des clubs et des membres et nous apprécions tout montant qu'on nous offre. Vous pouvez verser un don sous forme de chèque payable au gérant d'équipe Dave Reaville, 1087 Hollypark Rd., Brentwood Bay, B.C. V8M 1E6.

«Veuillez envoyer ou soumettre votre don avant le 1er juin 2013 et identifiez clairement votre personne ou votre club par voie de nom, adresse et coordonnées de sorte à ce que nous vous reconnaissons officiellement et que nous puissions vous remercier de votre appui généreux.

«Salutations, Dave Reaville»

Je termine cette chronique en remerciant Dave pour sa lettre et en souhaitant toute la chance possible à notre équipe à l'occasion du Championnat mondial. ✈

rant soient suffisamment faciles d'entretien pour qu'un débutant s'en occupe. (En passant, les vieilles maquettes de type Fast Combat constituent un mauvais choix pour les débutants puisque les gouvernes sont sensibles; leur vitesse de vol et le profil plutôt mince les rendent difficiles à observer en vol.)

En bout de ligne, votre don et votre bonne action devraient venir en aide à un débutant et non pas le décourager d'essayer le vol circulaire. Soyez donc généreux et attentif lorsque vous remettez du vieil équipement à autrui.

**ÉPREUVES DE QUALIFICATION, COMBAT FAI**  
En prévision du Championnat mondial

de vol circulaire en 2014 en Pologne, les épreuves de qualification d'équipe de combat FAI (F2D) se dérouleront tout au long de la prochaine saison en divers lieux dans le Sud de l'Ontario ainsi qu'à la frontière du Michigan.

Les modélistes s'inscrivant à ces épreuves doivent être des membres du MAAC et être immigrants reçus ou être citoyens canadiens. De plus, ils doivent souscrire aux exigences de résidence stipulées dans le livret des règlements de la FAI.

Pour de plus amples renseignements relativement à ces dates et aux lieux choisis, veuillez communiquer avec Brad LaPointe par courriel au : [bradlf2d@kent.net](mailto:bradlf2d@kent.net). ✈

paramètres statiques. Cependant, il importe de surveiller quelle est la poussée résiduelle, parce qu'elle pourrait vous compliquer la vie au moment de l'atterrissage. En général, vous devriez obtenir 1,2 livres sur une cellule (airframe) pouvant accommoder des turbines d'entre P-80 et P-120; ça devrait aller. Les moteurs plus anciens Wren 54 offraient une poussée résiduelle de 0,5 livre. Pour ma part, je m'arrange toujours pour qu'une maquette ne bouge pas ou qu'elle puisse s'arrêter par elle-même au ralenti sans avoir à utiliser les freins. ✈

en chemise en après-midi. Le vent était calme le samedi (première journée) mais il a pris de la vigueur jusqu'à environ 30 km/h et soufflait en bourrasques, le dimanche. Il était alors parfois difficile de négocier sa trajectoire autour des pylônes par moments; la turbulence était d'autant plus marquée que les obstacles naturels l'augmentaient.

Plusieurs des pilotes ont perdu au moins une maquette lors de collisions aériennes ou en faisant voler leur appareil dans le sillon de celui d'un concurrent. Heureusement, je n'ai endommagé aucun des miens. Toutefois, Roy, Henry, Kevin, Doug et Delbert ont chacun perdu un avion. Cela fait partie de l'univers de la course et parfois, les accidents sont inévitables.

Roy Andrassy (de Calgary) était à égalité pour la troisième place et a ravi cette position après avoir effectué un fly-off de départage. J'étais parmi les six pilotes qui se disputaient le cinquième rang après les rondes régulières. Les pilotes à égalité ont alors décidé de ne pas risquer une collision aérienne, si bien que la position a finalement été détermi-

née grâce au chrono le plus rapide des pilotes. Une fois la poussière retombée, je me suis ramassé pour ainsi dire au neuvième rang. Les autres pilotes canadiens ont obtenu le classement suivant :

- 17 Lyle Baker
- 25 Allan Umbach
- 26 Kevin Moorehouse
- 29 Delbert Godon
- 30 Henry Redekop
- 31 Doug Houston
- 37 Kevin Umbach

Le chrono le plus rapide de Roy était 1:00.80. Cela se situe seulement à 0,03 seconde moins vite que son record national officiel. Roy savait faire filer son avion à travers cette atmosphère au niveau de la mer. Pendant la compétition, quatre pilotes ont affiché un chrono sous la barre de la minute pour dix tours. Dans l'univers de la course autour de pylônes, la marque de la minute constitue la barrière magique. Pour donner la mesure de l'accomplissement technique, cela équivaut à franchir le mur du son et cela assure une notoriété instantanée. Bien rares sont les pilotes suffisamment rapides qui y arrivent et souvent, les conditions météo doivent être

rassemblées afin de réussir cet exploit. En avril, Roy et Delbert se sont rendus au Japon afin de disputer un concours de Q40. Je vous ferai part de la performance de nos Canadiens dans un prochain numéro.

De retour chez nous, notre saison dans l'Ouest du Canada sera inaugurée les 25 et 26 mai à Calgary. Nous présenterons les courses de catégorie Quickie 500 le samedi et l'Electric Formula One le dimanche. La E-F1 est la catégorie de départ en course autour de pylônes. Quiconque possède l'une ou l'autre des maquettes approuvées (Pogo ou Shoestring du fabricant E-Flite, la Miss Dar de Nitroplanes ou encore, la Proud Bird de Great Planes) peut s'inscrire. Venez essayer ce type de course. Vous n'avez qu'à communiquer avec moi afin d'obtenir les détails.

Deux semaines plus tard, les gars d'Edmonton organisent leur concours au terrain Scott-Currie près de Morinville, au Nord de Saint-Albert. On se déplace ensuite à Regina, au terrain des Windy Flyers, les 22 et 23 juin.

La saison est courte. Sortez et faites de la course! ✈

documents qui en faciliteront la consultation.

Les membres du Comité du MAAC sur la sécurité -- y compris notre propre Greg Milne -- ont dévoué bien des heures à cet exercice!

Transports Canada

Certains pilotes s'inquiètent des rapports voulant que des maquettes non habités aient volé non loin de certains aéroports et que certaines situations soient devenues carrément dangereuses. Semble-t-il que des maquettes équipées

pour le vol par immersion (First Person View en anglais, ou FPV) aient été aperçues au-dessus de villages et de secteurs résidentiels.

Les rapports qu'entretient le MAAC avec Transports Canada sont sains mais il demeure que toute discussion entourant le vol de maquettes télécommandées autour d'aéroports, c'est un sujet très chaud. Je crois fermement que le MAAC fera partie de la solution! La technologie et les aptitudes de pilotage s'améliorent!

Une pensée pour les nouveaux pilotes

À mesure que progresse l'année, rappelez-vous que vous faites voler votre maquette en compagnie de pilotes très expérimentés. Règle générale, ils adorent vous offrir leur aide, en autant que vous soyez prêts à l'accepter.

Apprenez de vos erreurs! Nous sommes tous passés par là, évidemment. Ces cris moqueurs, c'est leur façon de vous dire qu'ils se rappellent de leurs débuts.

Enfin, appréciez cette courbe d'apprentissage! ✈

LSF (silentflight.org).

Plusieurs clubs de vol à voile d'un bout à l'autre du Canada organiseront des concours en 2013 qui pourraient répondre aux exigences de la LSF. Le Southern Ontario Glider Group inc. organisera deux concours de vol thermique de durée (format man on man). Des treuils et des high start seront disponibles. Consultez notre site Web au [www.soggi.ca](http://www.soggi.ca) ou les pages de cette revue afin d'y lire les détails.

Même si l'adhésion à la League of Silent Flight est gratuite, l'occasion d'améliorer votre pilote, elle, n'a pas de prix. La cape de super-héro et les collants moulants sont optionnels. ✈

man lors d'une séance de vol intérieur. J'ai fait la connaissance d'Andrew et de son père à Toledo et j'ai pris une photo d'Andrew en train de tenir la revue de janvier, devant notre stand. Il fait partie du Sun Parlor Club de Windsor (Ontario). Les jeunes gens comme Andrew constituent l'avenir de notre passe-temps et quel chic jeune homme il est! Je suis persuadé que nous n'avons pas fini d'entendre parler de lui. Souvenez-vous : allez faire voler une maquette en compagnie d'un jeune, cette semaine. ✈

riez aussi l'imprimer en guise de souvenir d'un concours ou en offrir un exemplaire papier à votre magasin de passe-temps local afin que la clientèle en prenne connaissance. Les archives du MAAC en prendraient aussi un exemplaire avec plaisir.

D'ici la prochaine chronique, pensez «thermique». ✈

sont dotés d'une désignation par lettres qui représente une dimension comme «S» pour «short» et «L» pour «long».

Certains fabricants feront référence à la dimension extérieure du moteur tandis que celle d'Hyperion identifie la dimension du stator. D'autres fabricants identifieront les quatre premiers chiffres pour ensuite mentionner le Kv plutôt que le nombre de tours des fils.

Malheureusement, rien n'est uniformisé! Au mieux, rappelez-vous que le plus long est habituellement garant de davantage de puissance! Je tenterai d'expliquer la différence en suivant les spécifications du fabricant pour la série des Z4020 :

Le moteur Z4020 est généralement alimenté par un ensemble de piles LiPo de quatre ou cinq éléments et convient aux maquettes dont le poids varie entre 3,7 à 8,8 livres.

En général, on s'apercevra alors que d'après les spécifications, la série de moteurs 08 tournera à 915 tours-minute/volt de puissance appliquée, si bien que vous pourriez choisir ce moteur lorsque vous devez utiliser une petite hélice en raison de restrictions de longueur de train d'atterrissage et/ou vous tentez

de limiter le poids de votre maquette en utilisant une pile LiPo 4S. Le moteur de série 08 produira 95 onces de poussée à l'aide d'une pile 4S et une hélice APC 11 X 7 pour maquettes électriques.

Vous pourriez choisir un moteur à 16 tours (Kv -- 504 tours/minute/volt) pour une maquette plus lourde à l'aide d'une batterie 5S et une hélice de plus grand diamètre. Un moteur à 16 tours et un ensemble de piles 5S peut utiliser une hélice APC 14 X 8 pour maquettes électriques et il produirait une poussée de 139 onces.

Notez que les moteurs à tours de fil plus nombreux roulent à ampérage moindre en raison de la résistance accrue des tours de fils de plus petit diamètre

( $I=V/R$ , si bien que résistance élevée = courant peu élevé)

Je vous conseillerais fortement d'utiliser un instrument de mesure des watts (wattmeter) afin de vous assurer que vous faites fonctionner le moteur à l'intérieur des paramètres du fabricant.

La poussée illustrée ici provient des calculs du logiciel MotoCalc.

Pour résumer, les chiffres illustrés pour le moteur Z4020 nous montrent le diamètre du stator de moteur, la lon-

gueur des aimants du moteur (les dimensions physiques du moteur) et la puissance de pile (en tours/minute/volts). Cela vous permettra de sélectionner le bon moteur pour les besoins de votre maquette.

L'une des décisions que vous devrez prendre assez tôt, c'est de choisir un moteur selon son poids acceptable, la dimension et la puissance de la pile et le temps de vol que vous désirez. Cet exemple illustre aussi à quel point le même moteur peut produire une gamme de puissance. Les lecteurs devraient prendre avec un grain de sel les affirmations des fabricants sur l'équivalence aux moteurs conventionnels. Selon de récents essais de produits de la plupart de ces fabricants, ils ne peuvent pas lancer de telles affirmations si aisément.

La motorisation électrique peut sembler être un défi et je vous recommande de lire énormément sur le sujet. Vous trouverez une excellente source d'information grâce à ce lien : <http://www.rc-groups.com>.

Le SouthEasterners Model Club (<http://www.southernsoaringclub.org.za/>) offre une excellente série d'articles sur les moteurs électriques. ✈

mesurer la déflexion des volets par opposition à la rotation du guignol. J'ai décidé d'en construire un, moi aussi, mais en incluant les paramètres des volets et de l'élévateur du profil exact de la maquette. Je l'ai assemblé en une seule soirée et ce dispositif facilite de beaucoup l'ajustement des tiges-poussoirs relativement aux distances du point de pivot des guignols et afin de vérifier combien de déflexion en découlera sur les volets et l'élévateur.

Je peux attacher ma poignée grâce à des filins plus courts sur le guignol afin de vérifier combien de déflexion produisait un mouvement normal de ma main. Si vous voulez étudier la géométrie idéale du système de contrôle de votre prochaine maquette acrobatique, peut-être ce petit dispositif vous aidera-t-il.

Finalement, assurez-vous de consigner (inscrire) vos données à quelque part de sorte à reproduire ces angles de débattement lors de votre prochaine construction si cela a bien fonctionné ou procédez à des ajustements de sorte à améliorer votre prochaine maquette.

D'expérience, je vous dirais qu'une déflexion de 40 degrés dans chaque direction à l'aide d'un mouvement normal du poignet, voilà qui devrait vous offrir suffisamment de contrôle. Vous n'aurez ensuite qu'à ajuster la qualité de vos loopings et des virages serrés à l'aide de l'espacement entre vos filins (à la poignée) et à l'aide du guignol de votre élévateur.

Sentez-vous bien à l'aise de m'envoyer une photo ou une description de votre plus récent projet de vol circulaire acrobatique. ✈

paign (Illinois), situé à environ 135 milles au Sud de Chicago. Semble-t-il qu'ils auront lieu entre le 7 et le 11 août.

Le 20 janvier dernier à Peterborough, deux nouveaux Citabrias surdimensionnés de catégorie No-Cal (que j'ai mentionnés dans ma dernière chronique à l'intérieur des pages de Model Aviation Canada) ont volé. L'une d'entre elles n'a nécessité aucun ajustement. Y compris ma propre maquette, un total de six ont maintenant pris la voie des airs.

Deux autres concours s'en viennent : le Kent State (14 avril) sous le toit de 48 pieds du Kent State Field House (Kent, dans l'Ohio). Communiquez avec Don Slusarczic au 216 524-3480. Le deuxième, c'est l'Indoor Fling à Pontiac (Michigan) le 5 mai sous un temps de 68 pieds. Communiquez avec Dan Olah au 248 542-8144. ✈



**Sign 3 - Fly Free**

Sign 3 new open members before Dec., 31/2013 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

# Calendar of Events



## A LISTING OF MAAC SANCTIONED EVENTS

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

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

### ALBERTA - A

May 4, 2013 | Spring Combat over Calgary | Fun Fly | 1 Day | CALGARY RADIO AERO-MODELLERS SOCIETY | Main Club Field | Paul Crowley | 308 Shawclif Circle SW Calgary, AB T2Y 1A4 | (403) 256-0514 | p.crowley@shaw.ca | Come to the Spring CRAMs open combat event to test your mettle in like minded pilots. Max engine size 46., mufflers required. Must be valid MAAC member. Hardhats required for pilots and spotters, some will be provided but bring your own if you have. | 2013-76

May 25, 2013 | Classic Ice Breaker Water Fun Fly | Fun Fly | 2 Days | ROCKY BARNSTORMERS R/C CLUB | Rocky Barnstormers RC Club Float Fly (Perry Pond) | George Kemper | 403-845-2293 | Rocky Barnstormers R/C Club Classic Ice Breaker Water Fun Fly May 25 to 26 at Perry Pond. Site is located 5 miles north on Highway 22 from Highway 11, Turn left past Echo Canyon Sub Division, go west 1 mile, then turn north 1/2 mile, turn west. Self contained camping \$25.00 for weekend, non camping fliers \$5.00 for the weekend. | 2013-109

June 7, 2013 | Edmonton Pylon Race 2013 | Competition | 3 Days | EDMONTON RADIO CONTROL SOCIETY | Currie Field | Allan Umbach | 18 Kildeer Court St. Albert, AB T8N 6V3 | 7809756320 | bambach@shaw.ca | ERCS Pylon Races. CPPRA points race. Field open to test flying Friday late afternoon and evening. Q500(Quick500) Saturday, QM40(Quarter Midget 40) Sunday. CPPRA rules apply. Racing starts at 10:00am each day. \$50/event entry fee includes all fuel and lunch for Pilot and Caller. Pre-Registration is required on the web at WWW.CPPRA.org before June 6th. Spectators always welcome. Beverages available to spectators for a fee. For information contact Allan Umbach by email bambach@shaw.ca. | 2013-150

June 8, 2013 | 2nd Annual Medicine Hat IMAC Competition | Competition | 2 Days | MEDICINE HAT RC'ERS INC. | Main Club Field | Al Kramer | 4035807677 | Al@sts-mh.com | Come and fly in the 2nd Annual Medicine Hat IMAC Competition in Medicine Hat, Alberta. All classes are flown. Entry Fees: IMAC Members: CAD \$20 Non IMAC Members: CAD \$40 | 2013-107

June 10, 2013 | Valley of Hope Fun Fly, Pig roast and Potluck supper | Fun Fly | 7 Days | ROCKY BARNSTORMERS R/C CLUB | Valley of Hope Farm | Wil Vohs | 403-728-3341 | Rocky Barnstormers R/C Club - Valley of Hope Fun Fly, Pig roast and Potluck Supper. Fun Fly starts June 10 and goes through June 16 with potluck supper on Saturday night. \$5.00 fee for supper goes to STARS air ambulance. Self contained camping no charge. | 2013-114

June 20, 2013 | 2013 Elk Point Flyers Flying Giants Huckfest | Fun Fly | 4 Days | ELK POINT REMOTE CONTROL FLYERS | Main Club Field | Max Standen | 587-984-1447 | fg\_cdn\_huckfest@hotmail.com | Well It's now Official We are going to Hosting the First ever Canadian stop on the Flying Giants Huckfest Tour. The dates are set to June 20 - 23 but anyone is more than welcome to come early and even stay late. The Event is going to be Held at The Elk Point Rc Flyers field which is located 11Km south of Elk point on Highway 41. The Field has undergone big renovations over the last year with everything from fence being taken down at the end of the runway and making it slightly longer to a full RC car track! There is plenty of room for onsite camping but there are no hook ups, There is some power available for charging but its limited. We also have 12V power available on each table in the pits with solar panels to keep them charged. We are going to have everything from racing on the track to Night flying under the lights along with sitting by the campfire. There is also a playground for the kids.. or maybe the parents to after a few drink's LOL We have some great sponsors for this event That have contributed alot to help make this event go big! We are going to have Pilot's prize draws along with a rafle and 50/50. There is no registration fee for this events, just proof of MAAC membership. Sponsors Include Well of course Flying Giants along with Aero-Works!, Great Hobbies and pro-rc.ca and much more to come I would also like to give the biggest thank you to Jody Lecopoy for donating his wonderfully AWESOME field for this event. Stay tuned! more info to come! Even though it is a 3D based event we are welcoming anybody and anything from Trainers to jets and even Helis! Hope to see you all there All pilots must have a valid 2013 MAAC | 2013-178

June 21, 2013 | ERCHA Mid Summer Heli Fun Fly | Fun Fly | 3 Days | EDMONTON R/C HELICOPTER ASSOCIATION | Main Club Field | Mark Richens | mkrichens@telus.net | June 21,22,23 - Once again ERCHA will host its mid summer Helicopter Fun Fly. On site dry camping, 110v power for charging, lunchtime concession and a Saturday night barbeque. Lots of air space for beginner to expert flyers! Bring out your gear and join in the fun! \$20 registration fee. For more info visit www.ercha.ca or contact Mark at 780-919-6153 | 2013-263

June 22, 2013 | Edmonton Radio Control Society Scaler Fun Fly | Fun Fly | 2 Days | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Rick Zaplachinski | 14540-123 St. Edmonton, AB T5X4X5 | 780-457-9000 | rzap@telusplanet.net | Edmonton Radio Control Societies annual Scale Fun Fly June 22nd and 23rd. Bring your scale models for a weekend of flying and camaraderie at Bremner Field. A \$10 landing fee for a weekend of

flying. Dry camping is available on site at no charge. For more information contact Bruce Bender @ 780-473-3719 or Rick Zaplachinski @ 780-457-9000 or e-mail bwbender@shaw.ca rzap@telusplanet.net. | 2013-173

July 1, 2013 | July 1 Fun Fly | Fun Fly | 1 Day | DIDSBURY R/C FUN FLYERS | Main Club Field | Roger Hall | 3 Hawthorn Way Olds AB TY4H 1T7 | 403-507-2404 | hallrd@telusplanet.net | July 1 Fun Fly sponsored by the Didsbury R/C Fun Flyers. Start time 10:00am at the club field. All flyers welcome. Camping and concession available. More information on the club website DRCFF.net or contact Roger Hall at 403-507-2404. email hallrd@telusplanet.net. | 2013-26

July 1, 2013 | Canada Day Fun Fly and open House | Fun Fly | 1 Day | FT SASKATCHEWAN RC FLYING CLUB | Main Club Field | Scott Crosby | 780 8506163 | crosby.scott@rocketmail.com | July1|Canada Day|Fort Saskatchewan R/C Flyers Fun Fly and Open House| 11am-4pm|. Helicopters Welcome|All Flyers need valid 2013 MAAC|Concession on site and Camping possible For more info contact Scott Crosby 780 8506163 | | 2013-266

July 5, 2013 | Scale Aerotow and Sailplane Weekend | Fun Fly | 3 Days | CENTRAL ALBERTA RADIO FUN FLYERS | Main Club Field | Eraldo Pomare | 1 MacKenzie Crescent Red Deer, AB T4N 0H6 | 403-343-2072 | pomare@telusplanet.net | Three days of scale aero-tow, scale and non-scale sailplanes, winch and discus launch fun in Central Alberta. Brief scale aerotow flying competition for those interested (proposed by Jean Belair: belair-scalerc@shaw.ca). Free Self-contained camping at site. Event held in conjunction with Calgary Radio Control Soaring Society (CRCSS) - Thierry Juliard, tiju1000@gmail.com and CARFF - Eraldo Pomare, pomare@telusplanet.net. No entry fee. See you there! | 2013-142

July 6, 2013 | Medicine Hat RC'ers Fun Fly | Fun Fly | 2 Days | MEDICINE HAT RC'ERS INC. | Main Club Field | Mario Boisvert | 32 Terrace Close NE Medicine Hat, AB T1C 2A8 | 403-502-0238 | boisvert440@hotmail.com | Medicine Hat RC'ers Fun Fly July 6 & 7, 2013. Starting at 10 am both days until dusk. Everyone welcome. No landing fees. Lunch, snacks and beverages available at nominal cost. Free camping available, no hookups, power or water. Flyers must have current MAAC. Contact Mario Boisvert for additional details, phone 403-502-0238, email boisvert440@hotmail.com. See our website for our field location; http://nonprofit.memlane.com/rcers/index.html | 2013-151

July 7, 2013 | ERCS Summer Combat | Fun Fly | 1 Day | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Darrell Shivak | 7804557000 | dshivak@yahoo.ca | ERCS

# Calendar of Events



Summer combat 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 Bremner Field | 2013-98

August 3, 2013 | Calgary Scale Aerobatic Stampede | Competition | 2 Days | CALGARY RADIO AEROMODELLERS SOCIETY | Main Club Field | Gordon Wilhelm | (403) 606-8657 | gwilhelm@hotmail.com | After a one year hiatus to get the new field setup, the Calgary Scale Aerobatic Stampede is back! This is a fun, informal IMAC contest with the emphasis on learning and fun. The new field is located just east of the City and you will find wide open flying with a runway measuring 150' by 800'. There is dry camping (no services or power) at the field. The entrance fee of \$30 is reduced to \$25 for IMAC members and it is free for first time Basic pilots. First time IMAC pilots are strongly encouraged (ANY type or size of airplane can fly in Basic) and we will help you have fun and learn what IMAC is all about. Lunch will be provided on Saturday and Sunday morning will feature a free Stampede style pancake breakfast for everybody in attendance! For more information or if you plan on camping at the field please contact Gordon at gwilhelm@hotmail.com | 2013-123

August 3, 2013 | Western Canadian Pattern Championship | Competition | 2 Days | CENTRAL ALBERTA RADIO FUN FLYERS |

Main Club Field | Will Gross | 223 Davison Drive, Red Deer AB T4R 2E6 | (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 and FAI regulations. If you have never flown in a pattern competition before, give it a try. It is a good bunch of people 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 | 2013-141

August 9, 2013 | 11th Annual Fun Fly | Fun Fly | 3 Days | VALLEY MODEL AERONAUTICS CLUB | Main Club Field | Ken Mashon | 780-898-3894 | kmashon@telusplanet.net | Valley Model Aeronautics Club 11th Annual Fun Fly August 9,10 & 11, 2013, 10:00 am till 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 - bring you own meat. Concession available. For more information please contact Marc @ 780-234-9953 (marc2ss@yahoo.ca or Ken @ 780-898-3894(kmashon@telusplanet.net) | 2013-222

August 10, 2013 | 3D Huckfest | Fun Fly | 2 Days | WINDY WEST R.C. CLUB | Main Club Field | Phil Heninger | 1110 Cameron Rd

Lethbridge t1k 4b3 | 403 382 0142 | phil@teambhenger.com | All MAAC and AMA members welcome to our 700 foot manicured grass field irrigated and mowed weekly for your bare foot comfort. Bring your Giant Scale gasers and your e-foamie and show your gravity defying exhibitions. Food, drinks and music will be available. R.V. Camping in the South East corner of the field. | 2013-84

August 10, 2013 | Electric Fun Fly | Fun Fly | 1 Day | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Main Club Field | Dave Ellis | 780 222 7282 | daveellis@live.ca | Meridean Model Flyers Association Electric Fun Fly Saturday 10th August, 10AM to 4PM Location: Club Field, Golf Course Rd, Stony Plain Fixed wing only. Visiting pilots and spectators welcome. Proof of MAAC required. Concession on site. | 2013-121

August 17, 2013 | Taber's Annual Cornfest Funfly | Fun Fly | 2 Days | NIGHT HAWK R/C FLYING CLUB | Main Club Field | David Johansen | 4037952527 | johansen.dave@gmail.com | Taber's Annual Cornfest Funfly weekend. All types of planes/helis and flying welcome. Combat rounds with prizes for winners. Pilot prizes and raffle. Lunch, snacks and beverages on site. Camping available at the field (No services) Field will also be open Friday evening to start the weekend. | 2013-134

August 17, 2013 | Open Fun Fly Weekend | Fun Fly | 2 Days | FT SASKATCHEWAN

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# Calendar of Events



- RC FLYING CLUB | Main Club Field | Scott Crosby | 780 8506163 | August 17-18 | Open Fun Fly Weekend | Fort Saskatchewan R/C Flyers | Helicopters Welcome | Camping possible and concession on site | All Flyers need valid 2013 MAAC | Bad weather alternate August 24-25 | For more info contact Scott Crosby 780 8506163 | | 2013-267
- September 7, 2013 | Alberta IMAC Finals | Competition | 2 Days | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Main Club Field | Brent Bullen | 4035409865 | bullenb@shaw.ca | Alberta IMAC Provincial Finals Hosted by the Stamped City Radio Control Model Club September 7,8 2013 Cap off a great Alberta IMAC (Scale Aerobatics) season with us. All classes will be flown Pilots Meeting 9am. Sound testing at CD's discretion (cans and 3-blades recommended 150cc and larger) Dry camping available on-site Daily BBQ on-site, free to all pilots Pilot Draws for registered pilots \$20 contest fee; free for first time Basic Pilots | 2013-126
- September 7, 2013 | Fall Water Fun Fly | Fun Fly | 2 Days | ROCKY BARNSTORMERS R/C CLUB | Rocky Barnstormers RC Club Float Fly (Perry Pond) | Ray Brosinsky | 403-845-5289 | Rocky Barnstormers R/C Club - Fall Water Fun fly - at Perry Pond located 5 miles north of Highway 11, turn west past Echo Canyon Sub Division, go west 1 mile, turn north 1/2 mile, turn west. Self contained camping \$25.00 for the weekend, non camping fliers \$5.00 for the weekend. | 2013-115
- September 7, 2013 | ERCS Electric Fun Fly | Fun Fly | 1 Day | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | David Corcadden | 9428 150 AVE Edmonton AB T5E 2P1 | 780-478-0650 | dnac@shaw.ca | ERCS Electric Fun Fly Come on out for a day of flying electric! Come out and check out the fastest growing side of our hobby and check out the new stuff for this year! Last year we had 29 pilots, this year I want 40. Plan now to attend! Concession and prizes. | 2013-265
- September 15, 2013 | ERCS Fall Combat | Fun Fly | 1 Day | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Darrell Shivak | 7804557000 | dshivak@yahoo.ca | ERCS Fall Combat 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 Bremner Field | 2013-99
- September 20, 2013 | ERCHA T&T Fun Fly | Fun Fly | 3 Days | EDMONTON R/C HELICOPTER ASSOCIATION | Main Club Field | Mark Richens | mkrichens@telus.net | September 20,21,22 - ERCHA hosts the T&T Heli Fun Fly to wind up another great season of flying. On site dry camping, 110v power for charging, lunchtime concession. Lots of air space for beginner to expert flyers! Bring out your gear and join in the fun! No registration fee. For more info visit [www.ercha.ca](http://www.ercha.ca) or contact Mark at 780-919-6153 | 2013-264
- October 5, 2013 | Fall Fun Fly | Fun Fly | 2 Days | ROCKY BARNSTORMERS R/C CLUB | Main Club Field | Bill Kronen | 403-844-4203 | Rocky Barnstormers R/C club - Fall Fun Fly - at Rocky Barnstormers Airport just south of Rocky Mountain House. Potluck supper is held at the clubhouse on Saturday night. | 2013-116
- October 19, 2013 | Annual Auction | Auction | 1 Day | DIDSBURY R/C FUN FLYERS | Olds College | Roger Hall | 3 Hawthorn Way Olds AB T4H 1T7 | 403-507-2404 | hallrd@telusplanet.net | Annual model plane auction sponsored by the Didsbury R/C Fun Flyers will be held at the Olds College Grisdale Hall Gymnasium on October 19, 2013. Watch for signs along the route. Doors open for registration at 10:00am. Auction starts at 12:00 noon. Prizes and concession. More information on the club website DRCFF.net or call Roger Hall at 403-507-2404 | 2013-83
- January 1, 2014 | Polar Fun Fly | Fun Fly | 1 Day | ROCKY BARNSTORMERS R/C CLUB | Main Club Field | George Kemper | 403-845-2293 | Rocky Barnstormers R/C Club - Polar Fun Fly - 28th Annual - at the Barnstormer Airport just south of Rocky Mountain House. From noon until 4 PM. Weather matters not. 2014-1
- ATLANTIC - B**
- May 18, 2013 | ASRCM Spring Fun Fly | Fun Fly | 1 Day | ATLANTIC SOCIETY OF R/C MODELERS | Main Club Field | Paul Marsh | (902)229-7446 | pmasrcm@hotmail.com | The Atlantic Society of Radio Control Modelers is happy to host its 2nd Annual Spring Fun Fly event. We had a great time last year and hope this year will be just as successful. There is no registration fee and a free BBQ lunch will be provided. Flying starts at 9:00am, hope to see you all there! | 2013-153
- May 18, 2013 | Victoria Day Fun Fly | Fun Fly | 1 Day | BAY ST GEORGE FLYERS | Main Club Field | Doug Fowlow | Birch Drive Kippens, NL | 709-649-0008 | dougfowlow@persona.ca | Hi Folks, This is our annual Victoria Day/Weekend Fun Fly Everyone is welcome, bring a plane or two and a lawn chair. The usual burgers, hot dogs, and pop will be offered to all, FREE OF CHARGE. The landing fee for pilots is \$5.00. Come and join in with us and have some fun. Dates and Time May 18th, Rain Day May 19th, or 20th Pilot meeting at 08:00 | 2013-189
- May 25, 2013 | Atlantic Canada FPV and Multirotor Meeting | Fun Fly | 1 Day | THE RIVERSIDE MODELLING ASSOCIATION | Main Club Field | Calvin Martini | 70 Berkley Drive Riverview, NB E1B 2L6 | 1-506-386-5247 | rotary65@gmail.com | The Riverside Modelling Club is pleased to announce the Atlantic Canada FPV and Multirotor Meeting, a fun fly event for FPV pilots of fixed and rotary wing aircraft. Pilots will be able to compare notes, share experiences and be able to participate in FPV flying in this beautiful wilderness venue nestled along the banks of the Petitcodiac River. Those interested in this exciting new area of RC are also welcome and are encouraged to attend. Please see the event's Facebook group (Atlantic Canada FPV and Multirotor Meeting) for the latest details. As this is a MAAC sanctioned event, we will be following the MAAC FPV Guidelines. All pilots must be current MAAC members. A peg board system will be in effect for frequency control. An small participant fee may be determined by the group (for prizes and/or meal). Lunch will likely be available onsite. The rain date is June 1st. See you there! | 2013-176
- June 1, 2013 | Heli Fun Fly | Fun Fly | 2 Days | AVON RC FLYER'S | Main Club Field | Colin Bell | colin\_bell3@hotmail.com | colin\_bell3@hotmail.com | Please join us for the 2nd annual East Coast Heli Contest and Fun-Fly. Last year's event was a huge success with 33 registered flyers, and several outstanding prize give-aways from our sponsors and event supporters. The Avon club could not have done a better job hosting the event! There will be food and drinks on-site for purchase, along with space for RV's and campers. The contest will start at 8am Saturday morning, and finish up around noon. After that, open flying will start and continue on through to Sunday afternoon. The contest is not mandatory - it's most important to us that you enjoy yourself and have a good time with a group of great people. We promise to make this year's night show even bigger and better than last years! Don't miss it! Pre-registration is \$15. On site Registration will be \$20. | 2013-59
- June 1, 2013 | FMAC Annual Mactaquac Park Float Fly | Fun Fly | 1 Day | FREDERICTON MODEL AIRCRAFT CLUB | Mactaquac Provincial Park | Rick Kirkbride | 684 Whitaker Rd Beaver Dam, NB E3B 7Z8 | 506 450 3996 | Rick.kirkbride@bellaliant.net | The Fredericton Model Aircraft Club will be holding its Annual Mactaquac Float Fly at Campers Beach on Saturday 1 June 2013 from 9:00 am to 3:00 pm. There is a \$10.00 registration fee (includes a burger & drink). A MAAC or AMA Membership is required. Contact Rick Kirkbride at: (506) 450-3996, e-mail rick.kirkbride@bellaliant.net or for directions check our FMAC web site at: [www.frederictonmodel-aircraftclub.com](http://www.frederictonmodel-aircraftclub.com) <http://www.tourismnewbrunswick.ca/Products/M/MactaquacProvincialPark.aspx> | 2013-157
- June 15, 2013 | Fathers Day Fun Fly | Fun Fly | 3 Days | CAPE BRETON RC MODELERS | Margaree Airport | Paul Isnor | 45 second street sydney n.s B1L 1C9 | (902) 562-7221 | paul.isnor@ns.sympatico.ca | The annual Margaree Fathers Day Fun Fly for June is back again. The Dates are June 14,15,16 2013. The main day is June 15, 2013. We will be having a barbecue again this year, as well as 50/50 draw. The registration fee is \$10.00 with your Maac card to be presented at registration. We hope to see all the fliers who can make it from near and far for another exciting weekend. You can contact me for any further information Paul Isnor at (902)562-7221 or (902)565-4105 or e-mail me at paul.isnor@ns.sympatico.ca | 2013-162
- June 22, 2013 | WEEK AFTER FATHERS DAY EVENT | Fun Fly | 1 Day | THE RIVERSIDE MODELLING ASSOCIATION | Main Club Field | TOMMY WILSON | 207 PECK DRIVE



# Calendar of Events



RIVERVIEW,NB,E1B 1M9 | 506 855 6863 | tomnjoan@nb.sympatico.ca | NOT ABLE TO MAKE IT TO A FATHERS DAY FUN FLY BECAUSE OF TO MANY FAMILY EVENTS THAT DAY? FEAR NOT! COME JOIN US ON JUNE 22 AND ENJOY A LOW PRESURE DAY OF FLYING LIKE YOU MISSED ON FATHERS DAY. | 2013-257

June 29, 2013 | Warbird over the Atlantic | Fun Fly | 1 Day | MINIATURE AIRCRAFT SOCIETY OF TRURO | Main Club Field | Bill Babinneau | 296 Glenwood Dr Truro NS B2N-1R2 | 902 895 3771 | wjbabineau@eastlink.ca The 3rd annual Warbird event will take place again at the Miniature Aircraft Society of Truro main field. Rain date will be June 30/13. The only change this year is that all aircraft will have to be military aircraft in military colors. Last year was a great success and we hope to improve again this year with no entry fee and a free hot dog and burger for the pilots. Come on down and have fun, that is what its all about. | 2013-164

June 29, 2013 | Black Sheep Open Field Day | Fun Fly | 1 Day | BLACK SHEEP R/C FLYERS | Main Club Field | John Noel | 709-738-4511 | jnoel@nf.sympatico.ca | The Black Sheep R/C Flyers invites you to come to our field and enjoy our open field day. We will provide the food, drink, and a place to fly. MAAC is required to fly. Spectators are welcome. Registration fee is \$5. Starts at 9:00 am. Raindate Sunday June 30, 2013. | 2013-174

June 29, 2013 | Canada Day/Memorial Day Fun Fly | Fun Fly | 1 Day | BAY ST GEORGE FLYERS | Main Club Field | Doug Fowlow | Birch Drive, Kippens, NL | 709-649-0008 | dougfowlow@persona.ca | Hi Folks, This is our annual Canada Day/Memorial Day Fun Fly Everyone is welcome, bring a plane or two and a lawn chair. The usual burgers, hot dogs, and pop will be offered to all, FREE OF CHARGE. The landing fee for pilots is \$5.00. Come and join in with us and have some fun. Dates and Time June 29. Rain Date June 30/2013 Pilot meeting at 08:00 | 2013-190

July 13, 2013 | HILLSBOROUGH DAYS OPEN HOUSE | Display | 1 Day | THE RIVERSIDE MODELLING ASSOCIATION | Main Club Field | TOMMY WILSON | 207 PECK DRIVE RIVERVIEW,NB,E1B 1M9 | 506 855 6863 | tomnjoan@nb.sympatico.ca | AS PART OF HILLSBOROUGH DAYS, WE WILL BE HOLDING AN OPEN HOUSE.ANYONE VISITING THE AREA IS WELCOME TO COME VISIT AND PARTAKE IN A GENERAL DAY OF FLYING AND CHATING WITH VISITORS. | 2013-258

July 13, 2013 | ASRCM Heli Fun Fly | Fun Fly | 1 Day | ATLANTIC SOCIETY OF R/C MODELERS | Main Club Field | Paul Marsh | (902)229-7446 | pmasrcm@hotmail.com | The Atlantic Society of Radio Control Modelers is happy to host its Second Annual Helicopter Fun Fly in support of the IWK Childrens Hospital. There is no registration fee, however donations of toys will be accepted and forwarded on to the IWK. A free BBQ lunch will be provided and flying will start at 9:00am. We

had a great turn out last year and hope to see you all back again this year! | 2013-154

July 20, 2013 | Shearwater RC Flyer's Annual Open House/Fun Fly | Fun Fly | 2 Days | Main Club Field | SHEARWATER RADIO CONTROL FLYERS | David Rowe | 902-462-0630 | mwavesdave@hotmail.com | The Shearwater R/C Flyers Club will be hosting it's second annual Open House and FunFly 21-22 July, 2013. Shearwater boasts a 10,000 foot by 200 foot main runway, with multiple flying areas, and we have space for RC, Free Flight, Model Rockets, Jets and Helicopters. Gates will be open Friday afternoon for setup, and camping on the field is permitted. McDonald Beach Recreation area is meters away, with great lake-front beach, and activities for the whole family. BBQs will be held, at nominal prices, come on out and join in the fun! | 2013-276

July 27, 2013 | South West Flyers Open House/FunFly | Air Show/Demo | 1 Day | SOUTH WEST FLYERS | Main Club Field | Jim Gavel | RR# 1, Box 74 Tusket, NS B0W 3M0 | 902-648-2760 | jimgavel@eastlink.ca | South West Flyers are hosting their 1st annual Open House and Fun Fly on Sat. July 27, with a rain date of Sun. July 28th. This event is open to the general public and will feature flying demonstrations with our local club members as well as any current MAAC members who show up and wish to try out our field. A BBQ will be in operation to help fill any hunger pangs and refreshments will be available. Contact Jim Gavel at jimgavel@eastlink.ca or checkout our new website at: southwestflyers.com for more information and updates. | 2013-273

July 27, 2013 | Annual Funfly | Fun Fly | 1 Day | AVON RC FLYER'S | Main Club Field | Bruce Hall | 1-902-225-3981 | bhall@win.eastlink.ca | The Avon RC Flyers are again hosting their annual fun-fly on July 27/13, rain date July 28/13. No registration fee is required. There will be a BBQ and donations are being accepted for the BBQ. We are located at 4499 Highway #14 on the Windsor Forks Road behind Daniel U-Pick apple orchard. | 2013-147

August 3, 2013 | Annual Fun Fly | Fun Fly | 1 Day | SOUTH SHORE RADIO CONTROL FLYING CLUB | Main Club Field | Andreas Ritter | 32 Valerie Ave. RR 3 Chester Basin NS | 902 275-2286 | aritter@eastlink.ca | South Shore RC Flying Club Annual Fun Fly. Free BBQ, Prizes and a good time. Event starts at 9:00am. Everyone welcome. Planes, Helis and Electricbirds. Event will be held rain or shine. No rain date. | 2013-245

August 10, 2013 | WINGS OVER HILLSBOROUGH 2013 | Fun Fly | 1 Day | THE RIVERSIDE MODELLING ASSOCIATION | Main Club Field | Ian Gunn | 5 HENDERSON AVE RIVERVIEW NB E1B 3P1 | 5063865872 | isginn@yahoo.ca | COME JOIN US FOR AN OPEN FUN FLY WITH A TRIBUTE TO THE PIPER J-3 CUB. ALMOST EVERY MODELLER HAS OWNED ONE OR THE PA-18 SUPER CUB. AN AIRCRAFT THAT HAS BEEN A FAVOURITE FOR YEARS.SO NO MATTER THE SIZE FROM INDOOR ELECTRIC TO 40%,BRING ONE ALONG AND

ENJOY ONE OF THE MARITIMES BEST FLYING SITE. | 2013-259

August 16, 2013 | Eastern Canada Fun-Fly | Fun Fly | 3 Days | LES AILES DU MADAWASKA | Main Club Field | Paul Belzile | c.p.481 Edmondston,NB E3V3L2 | 506 739-5894 | paulbelzile@rogers.com | Le club Les Ailes du Madawaska tiendront leur magnifique "FUN-FLY de l'EST du Canada", les 16-17-18 Août a l'Aéroport Municipal d'Edmondston, un endroit de rÃave pour une rencontre entre modélistes, Avions Jets, HélicoptÃres tous sont les bienvenus. Vol libre le vendredi 16, Fun-Fly ouvert au publique les 17-18, 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.jardinbotanique.nb.ca L'aéroport est situé a la frontiÃre Québec/Nouveau Brunswick sur l'autauroute #2 (Trans-Canadienne) Pour information : Paul Belzile 506 739-5894 paulbelzile@rogers.com ou Luc Belanger 506-735-6884 lucbelanger59@hotmail.ca www.lesaiiledumadawaska.com . August 16-17-18 "Les Ailes du Madawaska" will be hosting the "Eastern Canada Fun Fly" on august 16-17-18 at the Edmondston municipal airport, the perfect meeting place for pilots, Airplanes, Jets, Helicopters are all welcome. Free flying on Friday 16, Fun-Fly open to the public August 17-18, 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.jardinbotanique.nb.ca. 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.lesaiiledumadawaska.com | 2013-70

August 17, 2013 | Helis East | Fun Fly | 1 Day | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Main Club Field | Jeremy Dann | 82 Murray St Kentville Nova Scotia B4N 3V7 | dann@xcountry.tv | Helicopter and Multirotor flyers are once again invited and welcomed to the Valley for Helis East. The event will take place at the club field. This years event will once again incorporate the 'HELI GAMES'. The Games are intended to be fun - no practice required. We are planning on good weather, good food, and lots of prizes for 2013's event. We hope you will join us for a day of fun flying! Rain date is the 18th. | 2013-138

August 31, 2013 | Scale Aerobatics Contest | Competition | 1 Day | AVON RC FLYER'S | Main Club Field | Alan Coolen | 1-902-830-1251 | coolen@eastlink.ca | The Avon Flyer's are hosting another one-day Scale Aerobatics Contest on August31/13, rain date September 1/13. We are located on Highway #14 on the Windsor Forks Road, just before Ski Martock but on the opposite side at Daniel U-Pick's apple orchard. All classes from Basic to Unlimited will be flown. Registration starts at

# Calendar of Events



8:30am. Registration fee will be \$5.00 to help cover costs. For more information contact Al Coolen, email: coolen@eastlink.ca or Sandy McInnis, email: s.mcinis@ns.sympatico.ca. | 2013-148

August 31, 2013 | Clif Roney Memorial Fun Fly | Fun Fly | 1 Day | BAY ST GEORGE FLYERS | Main Club Field | Doug Fowlow | Birch Drive, Kippens, NL | 709-649-0008 | dougfowlow@persona.ca | Hi Folks, This is our annual Clif Roney Memorial Fun Fly Everyone is welcome, bring a plane or two and a lawn chair. The usual burgers, hot dogs, and pop will be offered to all, FREE OF CHARGE. The landing fee for pilots is \$5.00. Come and join in with us and have some fun. Dates and Time Aug. 31st.- Rain Day Sept. 1st or 2nd. Pilot meeting at 08:00 | 2013-191

September 14, 2013 | Halifax Electric Flyers 3rd Annual Fun Fly | Fun Fly | 1 Day | HALIFAX ELECTRIC FLYERS | Main Club Field | Dave McIsaac | 97 Circassion Drive Dartmouth, Nova Scotia B2W4N5 | 902-462-2162 | david3484@hotmail.com | Halifax Electric Flyers Association Halifax Electric Flyers Association will be hosting their 3rd Annual Fun Fly at their Porters Lake Field on Saturday September 14th with Sunday September 15th as the rain date. The fun fly will take place at 9:30 AM with a BBQ at noon. Gas/Glow and Electric Models of all sizes are welcomed for this event. The full sized grass airstrip is 2400' long with a smaller hard packed sandstrip for smaller models. Some of the events will include spot landings, climb and glide and the ever so dreaded, but lots of fun, limbo contest. Stay tuned for up to date information at [www.halifaxelectricflyers.com](http://www.halifaxelectricflyers.com). Bring plenty of bug repellent, sunscreen, sunglasses and a chair. Admission will be \$5.00 at the field and a small fee for our delicious hotdogs and burgers. Want to camp at Porters Lake? Go to <http://www.novascotiaparks.ca/parks/porters.asp> | 2013-140

September 27, 2013 | RMA ANNUAL CORN BOIL | Fun Fly | 1 Day | THE RIVERSIDE MODELLING ASSOCIATION | Main Club Field | Ian Gunn | 5 HENDERSON AVE RIVERVIEW NB E1B 3P1 | 5063865872 | isgmn@yahoo.ca | THE RMA ANNUAL CLUB CORN BOIL IS OUR END OF SEASON EVENT AND ALL ARE WELCOME TO DROP IN FOR A EAR OR TWO OF THE BEST CORN IN ATLANTIC CANADA. IT'S ALSO A GREAT PLACE TO ENJOY AN EARLY FALL FLYING SESSION BEFORE OLD MAN WINTER ARRIVES. | 2013-260

October 5, 2013 Oktoberfest Fun Fly | Fun Fly | 1 Day | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Main Club Field | Daniel Spencer | 325 Main St. apt215 Kentville NS. b4n 1k5 | 902-365-5270 | flyerp39@gmail.com | Hello Folks Once again The Wings of Wellington RC Club is Proud to announce that we will be holding our annual Oktoberfest fall fun fly. So please 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 5th at 9.00am and

the rain date is October 6th. It cost \$5.00 to register that includes a very tasty BBQ lunch with refreshments and all the flying you can handle 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! | 2013-158

## BRITISH COLUMBIA - C

May 5, 2013 | PENMAC ALES Contest 2013 Series | Competition | 1 Day | PENTICTON MODEL AVIATION CLUB | Keogan Field OK Falls | Bill | 250-764-4775 | jonesinc@shaw.ca | ALES Soaring contest series: May 5th, June 9th, July 14th, Aug 11, Sept 8th, and Oct 6th. The Penticton Model Aviation Club is hosting a series of 6 ALES contests (May-Oct) at Keogan Park (OK Falls) Pilot meetings at 9:30am sharp each day with flying to commence immediately following. Arrive early to register & setup plane. All pilots must have current MAAC membership. All gliders must be electric powered and equipped with an Altitude Limiting Device (eg CAM unit or equivalent) \$10/session entry fee to cover expenses. Objective is friendly competition and spending an enjoyable day with good friends & sailplanes. New pilots welcome. Bring a lawn chair, lunch & sun protection and enjoy excellent South Okanagan Soaring. Contact Bill Jones 250-764-4775 jonesinc@shaw.ca | 2013-268

May 11, 2013 | New Denver Float Fly | Fun Fly | 2 Days | Centennial Camp Ground | WEST KOOTENAY MODEL CLUB | Jim Davis | 250-365-7695 | rcav8r@shaw.ca | New Denver Float Fly- May 11th and 12th at Centennial Park. Contact Jim Davis 250-365-7695 | 2013-278

May 24, 2013 | KMAS Spring Fun Fly | Fun Fly | 3 Days | KAMLOOPS MODEL AIRPLANE SOCIETY | Main Club Field | Rob Dover | 1579 Napier Pl Kamloops, BC V2B7S1 | 250 554 6912 | rcdoover@shaw.ca | KMAS Spring Fun Fly Come spend the weekend (F/S/S) with us and fly off our 600 foot paved runway. Flying is from 9AM til dark (or later). We will have pilot prizes and a concession available with burgers, hot dogs, pop, etc. Dry camping is available on a first come, first served basis (please advise us ahead of time so we can hold a spot for you). This is also the weekend before the Grindrod Spring Float Fly, so why not come fly with us and then head for the lake. We are only an hour and a bit from Sandy Point. | 2013-86

May 26, 2013 | SPRING FLOAT FLY | Fun Fly | 8 Days | GRINDROD AIR FORCE SOCIETY | Sandy Point Campground / Shuswap Lake | Trevor Norsworthy | 780 34th ST SE Salmon Arm BC. V1E-2C6 | 2508325250 | norsworthy@shaw.ca | Come and enjoy 8 days of Float Flying on one of BC's best lakes. This is the 37th year for this, the longest float event in BC. Come and enjoy the beautiful Shuswap, visit with old friends, do some flying and spend the evenings around a campfire. The retrieval boat resque-one will be available for those in need

from May 26th to June 2nd. Lots of camping with full hook-ups are available as well as some cabins, Camping discounts available for the duration of the event ,contact the campground directly @ 250-832-3793 after April 1st/2013. A \$10 fee per pilot is applicable -no charge for Juniors-contacts are: Trevor - norsworthy@shaw.ca Jack- elake@telus.net REMEMBER THE CAMPGROUND DOES NOT ALLOW DOGS | 2013-74

May 29, 2013 | Spring Jet Warm-Up | Fun Fly | 5 Days | PRINCETON R/C JET FLYERS | Main Club Field | Bart Ramsay | #1203 - 98 Tenth Street, New Westminster, BC V3M 6L8 | (778)999-2694 | rcbart@shaw.ca | Come to Princeton, fly and watch turbine jets fly from the great Princeton Airport. We fly from 8am to dusk. 2 way radios are on hand in order to communicate with any full scale airplanes that fly-in. NOTAMs filed for the event. Dry camping allowed, potties on hand and town is a very short trip. To get to the field go N. on Bridge St., cross the one-lane bridge, turn left then left at first road, up the hill to the school. Follow the dirt road to the fence (200') then follow the fence to the gate. | 2013-166

June 10, 2013 | Houston Fun-Fly | Fun Fly | 7 Days | BULKLEY VALLEY R/C FLYERS | Main Club Field | Dave Hopper | Box 722 Burns Lake BC V0J1E0 | 250-692-3055 | davern@telus.net | 30TH annual Houston Fun-Fly June 10th to 17th. On site dry camping, steak and prawn dinner Sat. night Breakfast Sunday morning. Come and join us for a week of fun, no admission fee. | 2013-117

June 15, 2013 | Summerland Flyers Fathers Day Funfly | Fun Fly | 2 Days | SUMMERLAND FLYERS | Main Club Field | Joe D'Albertanson | 232-2001 hwy 97s Kelowna BC v1z 3m8 | 250 768 3384 or cell 250 862 6010 | joedalb@shaw.ca | Summerland Flyers Father's Day Funfly on June 15&16th This is a two day Funfly. The field will be open for dry camping Friday evening through Monday morning. Contact Joe D'Albertanson at 250 768 3384 or cell 250 862 6010 or email joedalb@shaw.ca Or Tom Beveridge 250 494 0815 or email beveridget@shaw.ca | 2013-253

July 13, 2013 | Summer Fun Fly | Fun Fly | 2 Days | PRINCE GEORGE AEROMODELERS | Main Club Field | Jim Wickstrom | Prince George | 250-964-1837 | james\_wi@telus.net | The Prince George Aeromodelers are holding their Annual Fun Fly at their Blackwater Road field on July 13th and 14th 2013. Saturday night barbecue and campfire. Funfly Saturday and Sunday. Contact Jim Wickstrom: james\_wi@telus.net Alternate Contact: Olaf Starck: astarck@shaw.ca | 2013-51

July 19, 2013 | British Columbia Scale Classic | Competition | 3 Days | VERNON R/C AEROMODELLERS | Main Club Field | Mike Allman | 2702-23 Street, Vernon, BC V1T 9B4 | 250-558-0758 | mike.rc.allman@gmail.com | The Vernon RC Aeromodelers Society will host the 9th. Annual BC Scale Classic at our airfield north of Swan Lake in Vernon, BC; July 19th.-21st., 2013. US Scale Masters Qualifier. \$35.00 entry fee per model/\$30.00 for

# Calendar of Events



NWSAM or USSMA members. Contestant fees include the Friday night BBQ 'Hanger Party'; \$5 charge for additional family members & guests. An on site concession will be available and a catered dinner on Saturday night is planned, \$15.00/person. Self contained/dry camping by donation (going to a charity designated by our land owner) at the VRCAS field located 10km north of Vernon, BC on L&A Cross Rd. off Hwy's 97 or 97A just north of Swan Lake. Notification of participation & guest numbers is 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 & Experienced), Open & Advanced, Expert and Team. Five mandatory requirements: Take-off, Straight Flight Through, Figure Eight, Landing & Realism of Flight, plus 5 optional(Prototypical) 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) website: www.vrcas.org | 2013-152

July 27, 2013 | 100 Mile Model Flyers 108 Fun Fly | Fun Fly | 2 Days | 100 MILE R/C CLUB | 108 Mile Airport | Miles Holte | 6386 Horse Lake Rd Lone Butte, BC V0K 1X3 | 250 395-3339 | wmholt@bcinternet.net | maac.ca | 2013-239

August 2, 2013 | To Sink It | Fun Fly | 4 Days | BULKLEY VALLEY R/C FLYERS | Main Club Field | Dave Hopper | Box 722 Burns Lake BC V0J1E0 | 250-692-3055 | davern@telus.net | Four days of flying off Burns Lake, on site dry camping, community dinner Sat night and breakfast Sun morning. Beautiful flying site and great people. See you there. | 2013-118

August 3, 2013 | SummerSmash 2013 | Fun Fly | 2 Days | KELOWNA OGOPOGO RADIO CONTROLLERS | Main Club Field | Todd Bergstrom | canuckhelifreak@gmail.com | SummerSmash 2013!! Join us again for the Heli event of the summer in the Sunny Okanagan!! Two days of Heli Fun in the Sun!! Book your accommodation early, summertime is busy time here! Check with us on Facebook for updates! | 2013-192

August 10, 2013 | 17th High Country Big Bird Fly In | Fun Fly | 2 Days | HIGH COUNTRY FLYERS | Main Club Field | Roly Worsfold | 250-374-4405 | rolydd@telus.net | 17th High Country Big Bird Fly-In High Country Flyers Morrison Field Hosted by IMAA Chapters 540 & 563 Fraser Valley and Thompson-Okanagan Big Birds August 10th and 11th, 2013 - Early Flyers Welcome No landing fees, dry camping, Fri Social, - Sat night Pot Luck BBQ (Bring your own meat). 700' runway. Open Flying Area - No 3-D Flying(after 4pm ok) Morrison Field is located 3 hours from Vancouver. Take HWY #5 (Coquihalla) North to Exit 336, Logan Lk, Lac Le Jeune. Go toward Logan Lake. 6km (3mi). Contact Roly - Ph 250-374-4405, email rolydd@telus.net or Chris sparkyjones@shaw.ca - Ph 604-597-4111 Website - www.highcountryflyers.homestead.com | 2013-214

August 18, 2013 | All Club Invitational | Fun Fly | 1 Day | SHUSWAP LAKE AERO MODEL-

ERS | Main Club Field | Bruce McLellan | 250-675-5027 | president@slams.ca | Come out and fly, have fun and enjoy meeting people from the hobby from all over the interior. The fly-in is at our field at Blind Bay and will start around 10:00AM. We will provide a lunch of hamburgers and hotdogs at noon. Make sure you bring a lawnchair, your hat and of course, an airplane or two!! | 2013-80

September 3, 2013 | Shuswap Lake Aero Modelers Fall Classic Float Fly | Fun Fly | 6 Days | SHUSWAP LAKE AERO MODELERS | Sandy Point Campground and Beach | Dennis Miller | 2650 Cetenennial Dr Blind Bay, BC V0E 1H1 | 250-675-3851 | fallclassic@slams.ca | " Events Details Type: | Fun Fly Date: | September 4, 2012 Start Time: | 8:00:am Event Length: | 6 Days Event Entry Fee: | \$15.00 Event Site/Field: | Sandy Point Resort GPS Coordinates (WGS84): Latitude:50.728984 Longitude:-119.308525 Event Address/Directions Sandy Point Resort, 5Km west of Salmon Arm, BC on the TCH. Look for the Campground Signs lakeside. Event details The SHUSWAP LAKE AERO MODELERS (SLAM) once again invite you to beautiful Shuswap Lake, BC for the 17th 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. 2013 Registration will begin Tuesday Sept 3rd, and the event will continue for 6 days winding up about noon Sunday Sept 8th when awards and prizes will be presented. A retrieval boat is available during the event as well as frequency control (where needed). Highlights include pilot's draws, 50/50, raffle with great prizes, pie sale, corn roast, nite flying and more. There often 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 generally encountered, but not guaranteed. Further information is available from Dennis Miller 250-675-3851 or Bruce McLellan 250-675-5027 or email fallclassic@slams.ca" | 2013-81

September 11, 2013 | New Denver Float Fly | Fun Fly | 5 Days | Centennial Camp Ground | WEST KOOTENAY MODEL CLUB | Jim Davis | 250-365-7695 | rcav8r@shaw.ca | New Denver Float Fly- 11th to 15th of September at Centennial Park. Contact Jim Davis 250-365-7695 | 2013-279

September 18, 2013 | Gerard McHale Memorial Jet Meet | Fun Fly | 5 Days | PRINCETON R/C JET FLYERS | Main Club Field | Bart Ramsay | #1203 - 98 Tenth Street, New Westminster, BC V3M 6L8 | (778)999-2694 | Come to Princeton, fly and watch turbine jets fly from the great Princeton Airport. We fly from 8am to dusk. 2 way radios are on hand in order to communicate with any full scale airplanes that fly-in. NOTAMs filed for the event. Dry camping allowed, potties on hand and town is a very short trip. To get to the field go N. on

Bridge St., cross the one-lane bridge, turn left then left at first road, up the hill to the school. Follow the dirt road to the fence (200') then follow the fence to the gate. | 2013-165

## MANITOBA NW ONTARIO - D

June 1, 2013 | Rabbit Lake Float Fly | Fun Fly | 2 Days | LAKE OF THE WOODS AEROMODELERS | Main Club Field | Ron Pettigrew | 693 Carlton Road Kenora, ON P9N 0B8 | 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@bellnet.net 2013-1

June 2, 2013 | 2013 Saints Annual Fun Fly | Fun Fly | 1 Day | SAINTS R/C FLYING CLUB | Main Club Field | Randy Hepner | Box 834 Stonewall, Mb R0C2Z0 | 204-467-7141 | rhepner3@shaw.ca | Saints Flying Club 2013 Annual Fun Fly Sunday June 02, 2013 Open to all MAAC members and any flying machine type! Public is welcome too. No registration fees! Raffles, pilot prizes and concessions during event. Come out and enjoy our wide open spaces and super smooth grass runway. | 2013-207

July 6, 2013 | Dryden Fun Fly | Fun Fly | 2 Days | PATRICIA REGION AEROMODELERS INC. | Main Club Field | Bill Brisson | bbrisson@drytel.net | bbrisson@drytel.net | Date July 6-7 2013 Place Dryden Flying Field Host Patricia Region Aero Modelers Event Dryden Fun Fly The Patricia Region Aero Modelers are getting together to host the Dryden Fun Fly July 6-7 2013 at their flying site on Johnson Rd. just west of Dryden. Modelers from the Dryden area, and across the zone will be gathered to fly all types of radio controlled aircraft and show off their piloting skills. The Dryden club will be opening their field to on-site campers (unserviced) and visitors and spectators are welcome. Pilot Registration will be \$5.00 and gets your name entered into the Pilot Draws, and the club will have snacks and beverages on site. The evening campfire has become a tradition and the 'hanger flying' will be top notch. For more information, feel free to email me at bbrisson@drytel.net see you there! | 2013-180

July 20, 2013 | R.R.I. FUN FLY | Fun Fly | 1 Day | RAINY RIVER INTERNATIONALS | Main Club Field | BILL HAGARTY | PO BOX 492 RAIN RIVER, ON POW 1L0 | 807-852-3251 | whagarty@aol.com | Well here we go again for the 2013 fun fly season. As always a big thanks to all who helped the 2012 fun fly. Without the help it would not happen. It is time to mark the calendar for 2013. The fun fly will be a one day event but you are welcome to come early and stay as long as you want. There is dry camping on the field weather permitting. The R.R. FUN FLY-FISH FRY will be on the

# Calendar of Events



20th of July. The landing fee will be \$15.00 for pilots. There will be a \$10.00 fee for spouse or family. The B.B.Q. will be on the go at noon with hamburgers and smokies. For a moderate fee. If you are planning on going to the U.S.A. be sure to have your proper documentation. If you have nay question or concerns please call W. Hagarty 807-852-3251 or e-mail whagarty@aol.com. Our website is 222.upaero.com/rainyriver. Looking forward to ananother great fun fly season. Thanks again R.R.I. | 2013-13

August 10, 2013 | Bonny Bay Float Fly | Fun Fly | 2 Days | PATRICIA REGION AEROMODELERS INC. | float flying site | Bill Brisson | bbrisson@drytel.net | Date Aug 10 Place Bonny Bay Camp, just east of Dryden Time 10:00 am til dark The Patricia Region Aero Modelers would like to invite all R/C float pilots to come spend the day with us at the Bonny Bay Camp, just east of Dryden for some of the best R/C float flying in the zone. Pilots from Dryden and across the zone will be gathered to fly off the water and enjoy the friendly service of the staff at the Bonny Bay Camp again this year. The fun gets underway at 9:00am, Aug 10 and will last all day long. Nancy and the staff wil again be opening their doors to all of us and

treating us to their great Camp Buffet. Pilot Registration will be \$5.00 and the club dinner is \$25.00/person (\$10.00 for the kids). There will be prizes for the registered pilots, and a rescue boat ready to go out and save any planes that find themselves bobbing in the lake and unable to get back to shore. Because of the Camp Supper we need pilots and familys that plan to attend to Pre-Register for the supper so we can let Nancy know how many to expect for supper. For more information, or to Pre-Register email me at bbrisson@drytel.net or call me at (807) 937 5638 See you there! | 2013-183

August 16, 2013 | Gimli Model Fest 10th Anniversary | Fun Fly | 3 Days | MANITOBA/NORTHWESTERN ONTARIO ZONE | Main Club Field | Jeff Esslinger | esslinger1@shaw.ca | www.gimlimodelfest.com The 10th annual GFM dates are now released. Come the weekend before, stay the week. GMF 2012 was the best ever. Stay in the loop: friend us on Facebook; Gimli Model Fest. Or check us out at www.gimlimodelfest.com What the spectators have to say: 'This is better than a 'real' airshow' 2013-12

August 24, 2013 | Diamond Aces Fun Fly | Fun Fly | 1 Day | DIAMOND ACES R/C FLYING CLUB | Main Club Field | Heather Hiebert |

204-371-8593 | nestevoair@netscape.net | Come out and enjoy a day of flying, fun, food and prizes. All are welcome. www.diamondaces.ca | 2013-182

September 14, 2013 | End of summer rendezouz | Fun Fly | 2 Days | LAKE OF THE WOODS AEROMODELERS | Main Club Field | Ron Pettigrew | 693 Carlton Road Kenora, ON P9N 0B8 | 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 2013-2

## MIDDLE - E

May 25, 2013 | Annual Buddy Box Days | Air Show/Demo | 2 Days | SIMCOE RADIO CONTROL CLUB INC. | Main Club Field | Kerry Bushell | 519-443-4392 | The Simcoe R/C Flying Club is holding our annual Buddy Box Days to promote the club and allow any interested individuals to try RC flying without risk or expense. May 25 & 26, 1pm to 4pm each day. Located on the Demaree Sod Farm 1567 Windham Rd. 12 Please use Farm entrance and follow the signs to the flying area. | 2013-221

May 25, 2013 | Royland Aerotow Season Opener | Fun Fly | 2 Days | ROYLAND GLIDER FLYERS | Main Club Field | Jim Donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Aerotow Season Opener May 25-26 2013 Open to all Scale and Semi-scale towable gliders A two day event - weather permitting All participants must hold a valid current MAAC membership, and all MAAC rules will apply. The first Canadian Model Aerotow Society event of the season A great time to get all the cob webs out and enjoy a great day of aerotow at a terrific venue For those just getting started, or maybe just curious about this facet of soaring, this would be the time to come out and have your questions answered. Our current members have been aerotowing for several years and can assist you with any questions you may have. This is a fun fly event - no pressure Bring your lunch and a deck chair for an enjoyable outing. There is no charge for participants or visitors. | 2013-240

June 1, 2013 | THERMAL WORKSHOP DAY | Fun Fly | 1 Day | SOUTHERN ONTARIO GLIDER GROUP | Main Club Field | LES PEER | 1074 HEDGE DR MISSISSAUGA, ON | 905-275-5622 | 2013 June 1, Thermal Workshop Day, Fun Fly, 1 Day, Southern Ontario Glider Group (SOGGI), club field, Les Peer, 905-275-5622. Members of SOGGI are hosting a hands-on Thermal Workshop to demonstrate and coach visitors on the skills of soaring as well as locating those elusive thermals. Invited are new and ptoential glider pilots with MAAC membership and MAAC wings. Bring your own pure glider or electric assisted glider or use our club glider. Hi-starts and winches

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# Calendar of Events



will be provided, demonstrated and used. By providing this assistance we hope to promote soaring by participants in your own clubs by transferring the skills you need to get started. Increased participation through the summer, as a visitor in our frequent League of Silent Flight (LSF) contests is also welcomed. No charge, bring your lunch and proof of MAAC membership. No internal combustion engines allowed on our sod farm. Please contact me for further details and field location in the Hamilton area. | 2013-171

June 2, 2013 | Family+Friends Fun Fly | Fun Fly | 1 Day | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Held at Club field | John Cowles | 1090 Bo De Lane St. Jacobs, On NOB2N0 | micadley@yahoo.com | K.W. Flying Dutchmen Family & Friends Fun-fly June 2, 2013 8:30am - 3:00pm. Bring your Planes, Family, Friends and come out for an opportunity to allow those who have never experienced the hobby to see what it is all about. Instructors and equipment will be provided for those that do not have a plane. For more information contact John Cowles @ micadley@yahoo.ca | 2013-223

June 8, 2013 | Fergus Pattern Primer | Competition | 1 Day | FERGUS MODEL FLYERS | Main Club Field | Paul Brine | 25 Robertson St. Fergus Ontario N1M 3P7 | 519-787-5144 | pbrine@uoguelph.ca | Fergus Model Flyers Pattern Primer A one day Precision Aerobatics Contest June 8, 2013 All classes. FAI will fly F13. Any MAAC legal airplane can be flown in Sportsman Registration 8:30 am. Start time 9:00 am Entry fee is \$15.00 (includes lunch) Please pre-register by email or phone to the CD, Paul Brine 519-787-5144 or pbrine@uoguelph.ca. Send no money, Pay at the contest. Sorry no camping at the field. No flying before 9:00 am. | 2013-262

June 8, 2013 | Christie Conservation Area Float Fly | Fun Fly | 2 Days | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Christie Lake Conservation Area | Laddie Mikulasko | 7 Giffin Rd. Dundas Ont. | 905 628 2749 | The Float Fly-Burlington R/C club will host Annual Float Fly at the Christie Conservation Area Park. The park is located on #5 highway, west of #6 highway. The flying is from 10AM to 4PM both days. For more information, call Laddie Mikulasko at 905 628 2749 or park at 905 628 3060. | 2013-136

June 8, 2013 | AEROTOW Springvale Opener | Fun Fly | 2 Days | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 101 Braeheid Ave. Waterdown, Ontario LOR 2H5 | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Opener. CMAS (Canadian Model Aerotow Society) hosts the Season Opener Aerotow at Springvale on June 8th - 9th, 2013. 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> | 2013-230

June 22, 2013 | SOGGI Budd Wallace Memorial Contest - ALES#1 | Competition | 1 Day | SOUTHERN ONTARIO GLIDER GROUP | Main Club Field | Ann Tekatch | 905-575-5433 home/289-339-8106 cell | tekatch@sympatico.ca | Proof of MAAC membership required. Pilots meeting at 9:30 am. Flying begins at 10:00 am and as many rounds as weather permits will be flown. No entry fee. Cash prizes of \$50 for first place, \$35 for second and \$15 for third. The contest will conform to the spirit of the ALES league rules... see <http://ales-league.org/alesleagueules.pdf> Contest is open to any MAAC or AMA pilot having an electric R/C sailplane equipped with an altitude limited throttle set for a 200 meter/30 second cut-off. Such devices are available from <http://soaringcircuits.com/> or <http://www.wingedshadow.com/skylimit.html> Visiting pilots are advised to contact the CD beforehand, to receive any updates concerning the contest. Pilots from other clubs are always welcome. If any of the above sounds threatening, don't worry, we will make you have fun. | 2013-235

June 22, 2013 | Simcoe Open Funfly | Fun Fly | 1 Day | SIMCOE RADIO CONTROL CLUB INC. | Main Club Field | Kerry Bushell | 519-443-4392 | SIMCOE Open FUN FLY hosted by the Simcoe R/C Flying Club. Saturday June 22th - 10:00am till 3:00pm. Located at our field on the Demaree Sod Farm. Turn west off of Hwy24 onto Windham Rd 12 (Harmony Rd.) (at the Agraturf Dealer) Travel 1/2 mile to the laneway on the north side. (911# 1567) Side entrance to Demaree Sod Farm. Follow the signs in! All types of aircraft are welcome! MAAC required. No landing fee. Free lunch provided for pilots. Come on out and join the fun! Rain Date: Sunday June 23th. For more information please contact Kerry Bushell, (519)443-4392 or email [kebushell@kwic.com](mailto:kebushell@kwic.com). | 2013-220

June 22, 2013 | South Haldimand Skyhawks Fun Fly | Fun Fly | 1 Day | SOUTH HALDIMAND SKYHAWKS R/C CLUB INC. | South Haldimand Skyhawk RC Club | Bruce Dixon | 1435 Mountain Grove Ave Burlington, ON L7P 2H4 | 905-635-7036 | brucedixon@cogeco.ca | Hi Everyone! For the 3rd consecutive year the South Haldimand Skyhawks RC Club is holding it's annual fun fly on June 22nd, 2013. The field is second to none, complete with washrooms, club house, and picnic tables. Hamburgers, hot dogs and soft drinks will be sold as well as a 50/50 cash draw. MAAC or AMA is required. Should you have any further questions please do not hesitate to contact Bruce at 905-635-7036. | 2013-226

June 22, 2013 | Royland Summer Aerotow June 22-23 | Fun Fly | 2 Days | ROYLAND GLIDER FLYERS | Main Club Field | Jim Donnelly | 519-941-1582 | [jp-donnelly@rogers.com](mailto:jp-donnelly@rogers.com) | Royland Summer Aerotow June 22-23 2013 Summer Aerotow Event open to all

scale and semi-scale towable gliders. A two day event- weather permitting All participants must hold a current valid MAAC membership, and all MAAC rules will apply. Come out for an enjoyable day in the sun, with light winds, and gigantic thermals - we hope. Don't forget to bring your lunch and your deck chair. Tugs will be available to tow 5 meter sailplanes. If you have a tug please bring it with you. Open to new aerotow participants, with experienced help available. This is a fun fly event so no pressure. All current CMAS members are more than willing to help newbies Hope to see you there. | 2013-242

July 6, 2013 | AEROTOW Springvale Skills Challenge | Fun Fly | 2 Days | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 101 Braeheid Ave. Waterdown, Ontario LOR 2H5 | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Skills Challenge CMAS (Canadian Model Aerotow Society) hosts the Skills Challenge Aerotow at Springvale on July 6th - 7th, 2013. 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> | 2013-229

July 20, 2013 | Niagara Region Model Flying Club Inc | Fun Fly | 1 Day | NIAGARA REGION MODEL FLYING CLUB INC. | Main Club Field | Clint Green | [c.green@keyframe.ca](mailto:c.green@keyframe.ca) | Come join us for a great day of flying and related events. Food and plenty of parking available. Scale, jets, electric, acrobat and choppers will be flying. | 2013-69

July 20, 2013 | AEROTOW Springvale Open Invitational | Fun Fly | 2 Days | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 101 Braeheid Ave. Waterdown, Ontario LOR 2H5 | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Open Invitational CMAS (Canadian Model Aerotow Society) hosts the Open Invitational Aerotow at Springvale on July 20th - 21st, 2013. Sailplane and Tug Pilots from near and far are invited to enjoy the open skies and 2000' runways which make Springvale a favorite with all who fly there. Spectators are welcome. MAAC or AMA Membership is required. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from Friday evening This is a CMAS Medal Program event. One of the best locations for achieving a Gold (Flights exceeding 60 minutes duration). Pilots Meeting at 9:30am each day CD: Dick Colley 905-296-4027 or email <colleydogge@execulink.com> | 2013-228

July 21, 2013 2013 Fun Fly | Fun Fly | 1 Day | CAMBRIDGE MODEL AERO CLUB INC | Main Club Field | Bill Woodward | As above

# Calendar of Events



| As Above | vivienwoodward@rogers.com | Come join the members of the Cambridge club at their annual fun fly. Lots of fun and prizes. Spectators welcome. Rain date Sunday, July 28. | 2013-205

July 27, 2013 | War Birds Over The Bay | Fun Fly | 2 Days | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Main Club Field | Paul Chittyn | pchittyn@cogeco.ca | 519-491-8186 | SCRAMBLE ALL AIRCRAFT: The Burlington Radio Control Modelers is hosting our 4th Annual War Birds Over The Bay scale event at our Bayview Park flying site, 1600 King Road, Burlington, on the weekend of July 27th & 28th 2013. This one of a kind event in Southern Ontario is for scale model military aircraft of any era and type, Fighters, Bombers, Transports, Military Trainers etc. Flying from 9:00 AM, Saturday and 10:00 AM, Sunday until 2:00 PM followed by open flying on both days. The field boasts a 300 x 30 ft paved runway surrounded by well maintained grass. Noise restrictions are in effect (85db @ 7 m). On-site camping (No services) is available from Friday AM to Monday AM. There are also many motels/hotels /restaurants within 10 minute drive from the field as will as onsite washrooms and an all day BBQ. Electrical power is available for charging. On-site vendors are always welcomed and Skycraft Hobbies is just a ten minute drive from the field if any critical parts are required. Pilot prizes, raffles and 50/50 draws along with nostalgic music of the era all contribute to a fun filled weekend. This is an opportunity to join others with the same interests, the sharing of tips, ideas and fellowship of friends, new and old. Registration is \$10.00 with pre-registration before the event, \$15 on the event day. Spectators are asked to donate \$5 toward a donation to our local Carpenter House Hospice. For further details and pre-registration please see www.brcm.org. BE THERE OR BE SQUARE | 2013-46

July 27, 2013 | Simcoe Electric Fun Fly | Fun Fly | 1 Day | SIMCOE RADIO CONTROL CLUB INC. | Main Club Field | Geff Waite | 519-443-4392 | gwaite@brant.net | SIMCOE ELECTRIC FUN FLY hosted by the Simcoe R/C Flying Club. Saturday July 27th - 10:00am till 3:00pm. Located at our field on the Demaree Sod Farm. Turn west off of Hwy 24 onto Windham Rd 12 (Harmony Rd.) (at the Agrarturf Dealer) Travel 1/2 mile to the laneway on the north side. (911# 1567) Side entrance to Demaree Sod Farm. Follow the signs in! All electric powered aircraft, fixed wing or rotary welcome! No fuel powered a/c. MAAC required. No proof of MAAC no flying! This will be a brown bag event this year. No food available, bring your own. Refreshments available. Pilot Prizes, 50/50. No landing fee. Rain Date: Sunday July 28th. At our second Electric Fun Fly, we are planning a low key fun event. Come on out to one of the best fields around and enjoy a relaxed social time with other Electric pilots. For more information please contact Geff Waite, (519)428-1586 or email gwaite@brant.net. | 2013-219

August 3, 2013 | SOGGI 2 meter thermal duration sailplane contest | Competition | 1 Day | SOUTHERN ONTARIO GLIDER GROUP |

Main Club Field | Andy Meysner | 905 279 0173 | meysner@sympatico.ca | On August 3, 2013, the Southern Ontario Glider Group (SOGGI) will host their annual one day thermal duration competition for 2 Metre and under class, non-powered and electric powered sailplanes. There will be a trophy for the top place in each 2m category. Registration starts at 9:00 am, pilots briefing at 9:30, contest start at 10:00. Proof of MAAC membership is required. Pilots from other clubs, extra winches, hi-starts and shade tents also welcome. Pilots bringing winches/hi-starts etc. are requested to please arrive by 8:30 am to set up equipment. There will be no entry fees. Participation in SOGGI thermal duration contests is being promoted to enable League of Silent Flight Level II and above accomplishments. The non-powered class will count towards LSF Level II and above if there are sufficient contestants (5 for Level II, 10 for Level III). Participants are encouraged to fly in the non-powered class to make up these numbers where possible. The contest will be held at the SOGGI field (sod farm in the Mount Hope area) in operation at the time of the contest. Please contact Contest Director Andy Meysner, 905 279 0173, meysner@sympatico.ca, for directions to the field and any further information. If weather is unsuitable a new date will be agreed at the field on the day, or by email if the weather forecast causes cancellation beforehand. | 2013-204

August 10, 2013 | RCMF Fun-Fly Over Marshville | Fun Fly | 1 Day | ROSE CITY MODEL FLYERS INC. | Main Club Field | Bob Gunter | 2 Strathcona Drive Fonthill, ON L0S 1E0 | 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. Rain date is Sunday 11 August | 2013-102

August 17, 2013 | SOGGI ALES#2 Contest | Competition | 1 Day | SOUTHERN ONTARIO GLIDER GROUP | Main Club Field | Bob Hammett | 519-759-1939 | the\_hammetts@rogers.com | Proof of MAAC membership is required. Pilot registration starts at 9:30 AM. Flying begins at 10:00 AM and as many rounds as weather permits will be flown. There will be no entry fee, but coveted Attaboys (or Attagirl's, as appropriate) will be awarded to 3rd place. The Contest will conform to the spirit of the ALES League rules ... see <http://ales-league.org/alesleagueules.pdf> The contest is open to any MAAC or AMA pilot having an electric R/C sailplane equipped with an altitude limited throttle set for a 200 Meter/30 second cut-off. If you don't have an altitude limiter, please visit <http://www.soaringcircuits.com> or <http://www.wingedshadow.com/> Visiting pilots are advised to contact the contest director beforehand, to receive any updates concerning the contest. Pilots from other clubs are always welcome. If any of the above sounds threatening, don't worry, we will make you have fun. | 2013-188

August 24, 2013 | RCMF Annual Vintage Fun-Fly | Fun Fly | 1 Day | ROSE CITY MODEL

FLYERS INC. | Main Club Field | Bob Gunter | 2 Strathcona Drive Fonthill, ON L0S 1E0 | 905-892-3427 | rgunter1@cogeco.ca | This is the RCMF's annual 'Vintage Fun-Fly' at their Marshville Airpark on Saturday 24 August 2013. Beautiful farm country with clear skies at this airfield to be filled with model aircraft representing the early days of flight. Aircraft from the beginning of flight to 1939 only! Bring your lawn chairs and sun-screen. BBQ and drinks available, door prizes and raffle. All MAAC members welcome to fly. Spectators welcome. Rain date is Sunday 25 August | 2013-103

August 24, 2013 | AEROTOW Springvale Closer | Fun Fly | 2 Days | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 101 Braeheid Ave. Waterdown, Ontario L0R 2H5 | 905-296-4027 | colleydogge@execulink.com | CMAS AEROTOW, Springvale Closer. CMAS (Canadian Model Aerotow Society) hosts the Season Closer Aerotow at Springvale on August 24th - 25th, 2013. 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> | 2013-227

September 1, 2013 | Big Bird Bash | Competition | 1 Day | SOUTHERN ONTARIO GLIDER GROUP | Main Club Field | Dick Colley | 101 Braeheid Ave., Waterdown, Ontario. L0R 2H5 | (905) 296-4027. | colleydogge@execulink.com | Big Bird Bash 2013 The Southern Ontario Glider Group Inc. (SOGGI) will be hosting the annual Big Bird Bash on Sunday September 1st, 2013 (Rain Date Sept. 2nd, 2013) at the Fletcher Road site. Registration at 9:30am. Event at 10:00am. Sailplanes of Wingspan 100 inches or higher. The contest will be Man-on-Man format. There will be an Open Class and a RES category and the Grand Prize Winner will be determined using the Rationalized. Aerodynamic Specification Calculator (Rascal) Entry Fee of \$10.00. Current MAAC/AMA membership required | 2013-187

September 14, 2013 | FLYING TIGERS SCALE AEROBATIC ENCOUNTER 2013 | Competition | 2 Days | FLYING TIGERS RC CLUB | Flying Tigers Home Field | Jim Daly | 7139 Bendigo Circle Mississauga ON L5N 1Z4 | 416 709 8169 | jamesdaly@sympatico.ca | Sept 14/15, 2013 - FLYING TIGERS SCALE AEROBATIC ENCOUNTER - IMAC Competition - The Flying Tigers Scale Aerobatic Encounter is back for a 10th season of Scale Aerobatics competition, current IMAC rules apply. The Flying Tigers home 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 in-

# Calendar of Events



terest and time permits Freestyle will be flown. Unknowns flown in all classes except Basic. Awards to 3rd place in all classes except Freestyle, (1st Place Award only). Contest Fees: \$35.00 Non-IMAC (MAAC/AMA card MUST be shown), \$30.00 for IMAC Members (IMAC card MUST be shown), \$25 for first time contest Basic competitors, 1 year IMAC membership included. Please pre-register at <http://www.mini-iac.com/RegionsNA/NorthCentral/NCNewsEvents/> 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. Registration opens 7:00 PM Friday night. 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. Concessions stand on site. CD - Jim Daly - [jamesdaly@sympatico.ca](mailto:jamesdaly@sympatico.ca). Visit <http://www.flyingtigers.ca/SAcontest.htm> for 2013 IMAC Sequences and current information on the contest. | 2013-216

September 21, 2013 | Royland Aerotow Season Closer Sep. 21-22 | Fun Fly | 2 Days | ROYLAND GLIDER FLYERS | Main Club Field | Jim Donnelly | 519-941-1582 | [jp-donnelly@rogers.com](mailto:jp-donnelly@rogers.com) | Royland Aerotow Season Closer Sept. 21-22 A two day aerotow event- weather permitting- for all scale and semi scale towable gliders. All participants must hold a current valid MAAC membership, and all MAAC rules apply This fall event has in the past been one of best soaring events of the season, with terrific thermal activity and flights in excess of one hour for many of the participants. Come join us for a wonderful day and at the same time enjoy a drive in the country to view the fall colors. This is a fun fly event open to all aerotow pilots and visitors Please bring your lunch and a lawn chair for an enjoyable day out. See you there. | 2013-241

## NORTHERN - F

June 29, 2013 | 13th Annual fun fly | Fun Fly | 1 Day | TIMMINS GOLDEN HAWKS | Main Club Field | Ron Roy | 346 Ross Ave Timmins, On P4N 5X2 | 705-262-0111 | [ronljroy@gmail.com](mailto:ronljroy@gmail.com) | Timmins Golden Hawks 13th annual fun fly with emphasis on safety and fun for all. Limited camping available on site, but no hook up facilities. Limited prizes, but fun almost guaranteed. Start time of around 9am, excellent refreshments as well as lunch available. Dinner location to be announced at event | 2013-110

July 6, 2013 | Northern Ontario Zone Fly | Fun Fly | 2 Days | CAMBRIAN R/C FLYERS | Main Club Field | Dave Ivory | same as above | 705 590 2539 | [papa@persona.ca](mailto:papa@persona.ca) | Cambrian R/C Flyers invite all to our Fun Fly which this year is also the Zone Fun Fly. All types of planes and helis welcome. Registration \$10.00 Draws for flyers and the public including 50/50. Come and enjoy a great day of flying. No facility camping. Seating available but bring a lawn chair. Proof of MAAC membership mandatory for all pilots.. | 2013-255

July 27, 2013 | 7th Annual Electric Fun Fly | Fun Fly | 1 Day | Main Club Field | NIPIS-SING MINIATURE AIRCRAFT CLUB | Jerzy Bak | (705) 495-1803 | [jerzyb@efni.com](mailto:jerzyb@efni.com) | NIPMAC, North Bay-Ont. ( <http://nipmac.vianet.ca> ) Is hosting a 7th 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 27, 2013 ( one day only ) There's only a \$10.00 pilots fee . Lunch and refreshments will be available . Prizes and draws. Current MAAC membership is required. |

August 3, 2013 | Northern Ontario IMAC Challenge (NOIC) | Competition | 2 Days | GREAT WHITE NORTH R.C. FLYERS | Main Club Field | Lee Prevost | 67 Cranbrook Cres. Sudbury Ontario P3E2N4 | 705 522-3550 | [lprevost\\_ca@yahoo.ca](mailto:lprevost_ca@yahoo.ca) | Welcome to the ninth annual Northern Ontario IMAC Challenge (NOIC) Once again being held at the beautiful Azilda field of the Great White North RC Flyers. This is a full two day IMAC competition with awards to third place in all classes plus freestyle With the World IMAC competition coming in 2014 this promises to be a very important event on this year's IMAC circuit, and numbers should be at an all time high. As always, we are very beginner friendly and welcome new pilots to the Basic class with open arms. Come and join the fun! | 2013-271

August 17, 2013 | SMAC Fun Fly | Fun Fly | 1 Day | SUDBURY MODEL AIRCRAFT CLUB | Main Club Field | same | 800 downland ave sudbury, ON P3A 3L8 | 705 929-6043 | [spencerwebster@sympatico.ca](mailto:spencerwebster@sympatico.ca) | August 17,2013. 10:00h - 15:00h Sudbury Model Aircraft Club Fun Fly. Garson /Coniston Road Sudbury. Food and Drink available. MAAC rule apply. Proof of MAAC membership required for pilots. Contact Spence Webster 705 929-6043 [spencerwebster@sympatico.ca](mailto:spencerwebster@sympatico.ca) OR Bill Whitehouse 705 560-1477 [willwhit@vianet.ca](mailto:willwhit@vianet.ca) | 2013-22

## OTTAWA VALLEY - G

May 25, 2013 | Rideau Flyers Open House | Fun Fly | 2 Days | RIDEAU RC FLYERS | Main Club Field | Nigel Chippindale | [nchippin@rogers.com](mailto:nchippin@rogers.com) | To celebrate our 25th Anniversary, Rideau R/C Flyers welcome you to Lou MacDonald Field in the National Capital Region. With 400 foot asphalt runway, smooth 600 foot grass strip and a shady place to sit and chat, this is the place for a relaxed weekend of flying. Or just drop by to visit. No events, no landing fee, just flying! Flying starts 9AM each day. Lunch available. Registration is required but free. Must be current member of MAAC or AMA. Limited camping, no hookups. | 2013-160

May 25, 2013 | Western Front Giant Fun Fly | Fun Fly | 1 Day | ARNPRIOR RADIO CONTROL CLUB | Main Club Field | Brian Wattie | 7 Furlong Cres Kanata, ON K2M 2J1 | 613-591-1937 | [brian.wattie@sympatico.ca](mailto:brian.wattie@sympatico.ca) | 'All's Not So Quiet on the Western Front' This is a return to our annual early bird Giant Fun Fly. A start to the Giant/IMAA Flying Season. All are welcome. IMAA rules and Safety apply. Draw prizes for all entrants. Special draw prize

for IMAA members and for WWI entries. Barbeque lunch and refreshments available. Limited Trailer parking no hookups. Rain Date Sunday 26th | 2013-234

June 1, 2013 | Ed Rae Memorial Fun Fly | Fun Fly | 2 Days | STETSON FLYERS | Main Club Field | Dan Marcotte | [marcottedaniel@sympatico.ca](mailto:marcottedaniel@sympatico.ca) | Stetsons invite you to join us for a season opening weekend of fun flying with all types of aircraft and helis. Show off your new baby and come fly with the friendly Stetsons! Enjoy two days of sport flying with a few fun events for a little spice, and the always great Stetson Canteen for your lunch hour pleasure! For additional information email Dan Marcotte at [marcottedaniel@sympatico.ca](mailto:marcottedaniel@sympatico.ca) | 2013-65

June 8, 2013 | ORCC Polecat ALES Warmup | Competition | 1 Day | OTTAWA R/C CLUB | Main Club Field | Aurele Alain | Aurele Alain | [aurele.alain@gmail.com](mailto:aurele.alain@gmail.com) | Ottawa Remote Control Club is hosting an ALES Glider Contest 1 week prior to Polecat 2K13. Note that the ORCC Glider Field can close on short notice due to dry weather affecting the grass. Therefore, please stay in close contact with the organizer if you are travelling a long distance. Note that the ORCC will host a TD contest at the same field on Sunday, June 9th. | 2013-208

June 9, 2013 | ORCC TD contest | Competition | 1 Day | OTTAWA R/C CLUB | Main Club Field | a | 60 Huntersfield Drive Ottawa, Ontario K1T 3L3 | 6133019793 | [aurele.alain@gmail.com](mailto:aurele.alain@gmail.com) | The ORCC will host a 1 day TD contest. Contest will consist of up to 10 minute flight with spot landing. We will run as many rounds as possible, expect 6 to 7 rounds. | 2013-209

June 14, 2013 | FAN-FAIR | Fun Fly | 3 Days | RIDEAU RC FLYERS | Main Club Field | Ken Park | 66 Fieldgate Dr Ottawa, Ont. K2J 1T9 | 613 823-1933 | [ken\\_park\\_99@yahoo.com](mailto:ken_park_99@yahoo.com) | "FAN-FAIR" is Canada's premier EDF only Jet event hosted by the Rideau RC Flyers of Ottawa. This event is open for all sizes and types of EDF jets. Simply a fantastic gathering place for those with that need for speed! The flying field will be available Friday with open flying with the regular club members so relax and fly what you like on Friday. The Friday has proven popular with those who have traveled in from afar and those in need of test flights and those wanting that prime set up spot. The registration table will be open noon Friday; proof of a MAAC or AMA card is required. Saturday is the main event with open flying from 9AM to 4PM. A full day of fun has been organized with various prizes and fun games. A radar gun is available on demand. Prizes will be awarded for best speed 70mm and below and 90mm and above. This year besides the fun of mass Foamy launches we want to include a short Foamy Fun/Fly contest for your lunch time entertainment. Sunday again like Friday is scheduled for open flying with the club members great for all those wanting to put in that last flight and or getting packed for that long trip home. Further FAN-FAIR details and costs will be posted when available on FAN-FAIR on RC Canada <http://www.rccanada.ca> Contact Event Direc-

# Calendar of Events



tor Ken Park PH: 613 823-1933 Email: ken\_park\_99@yahoo.com | 2013-159

June 15, 2013 | 38TH ANNUAL FATHER'S DAY FUN FLY | Fun Fly | 2 Days | KINGSTON R/C MODELLERS | Main Club Field | MIKE SIEMONSEN | 1002 DILLINGHAM ST. KINGSTON, ONT | 613-384-2377 | seemo@acn.net | On June 15th and 16th 2013 the Kingston Radio Control Modellers are hosting their 38th annual Father's Day Fun Fly at the KRCM field. Previous events have been covered by Fly R/C and Model Airplane News. There will be competition events and chance events and plenty of open flying. Canteen Saturday and Sunday serving breakfast and lunch. Saturday evening BBQ dinner. Plenty of room for camping (no hook ups). See KRCM.ORG for directions. \$30.00 for both days. Contact CD Mike Siemensen at seemo@acn.net for information. | 2013-122

June 22, 2013 | Ottawa Valley Zone Float Fly | Fun Fly | 1 Day | CORNWALL AEROMODELLERS | Guindon Park | Roger Bélanger | 18157 Street Road RR#2 Cornwall, ON K6H 5R6 | (613) 931-9524 | belanger.roger@sympatico.ca | The Cornwall Aero Modellers Club is hosting the annual Ottawa Valley Float Fly on June 22nd 2013. The event will take place in the Guindon Park, Trillium Entrance. See www.cornwallaeromodellers.ca for directions. Flying will start at 9:00am. Canteen will be open for lunch. \$10.00 landing fee will get you registered. A Flyzone 59" WS DHC-2 Beaver with floats RTF will be raffled. Contact: Roger Bélanger 613 931 9524 belanger.roger@sympatico.ca | 2013-269

June 29, 2013 | 18th Annual Kingston Electric Fun-Fly | Fun Fly | 2 Days | KINGSTON R/C MODELLERS | Main Club Field | Martin Irvine | 885 Auden Park Dr., Kingston, Ont., K7M 4T8 | 613-389-5579 | irvine.martin@gmail.com | The Kingston Radio Control Modellers are hosting their 18th Annual Electric Fun Fly at the KRCM field. Plenty of open flying. Canteen Saturday and Sunday serving breakfast and lunch. Plenty of room for camping (no hook ups) see KRCM. Org for directions. \$10/day or \$15/weekend. | 2013-64

July 6, 2013 | Eastern Ontario ALES Contest | Competition | 2 Days | OTTAWA R/C CLUB | St-Eugene, Ontario | Aurele Alain | 60 Huntersfield Drive Ottawa, Ontario K1T 3L3 | 6133019793 | aurele.alain@gmail.com | 2 days of ALES fun in eastern Ontario. Located approximately half way between Ottawa and Montreal in a farming area. We expect to host a BBQ on Saturday evening. | 2013-210

July 20, 2013 | Scale over Ottawa | Competition | 2 Days | STETSON FLYERS | Main Club Field | Simon Nadler | 403 Centenaire Street Embrun ON | 613 883-3367 | info@scaleoverottawa.ca | July 20 | Competition | Scale over Ottawa 2 Days | STETSON FLYERS | Main Club Field | Simon Nadler | 613 883-3367 info@scaleoverottawa.ca | 1st Annual Scale over Ottawa competition & fun fly! Come and join us for this two day scale aircraft extravaganza celebrating some of the finest examples of rc aircraft in and around our zone. Saturday July 20 is competition "Boot

Camp"day where pilots will have an opportunity to learn the aspects of competition, fly and experience being judged. Fun Scale will be the only category to allow all scale pilots a chance to participate. Sunday July 21 is a scale fun-fly where all types of scale aircraft are invited to fly in a relaxed and friendly environment. RV's & trailers welcome Friday and Saturday night (no hookups), restaurants close by, canteen running both days. Be a part of this awesome event and contribute to reigniting scale flying in zone G! <http://www.scaleoverottawa.ca> | 2013-132 | 2013-132

July 27, 2013 | Rideau RC Flyers Pond Fun Fly | Fun Fly | 1 Day | RIDEAU RC FLYERS | Rideau RC Flyers Pond | Bill Nickel | 36 Queen Anne Crescent Ottawa, Ont. K2C 3H1 | 613-852-8811 | sltnpepr@rogers.com | Come and join the Rideau Flyers at their annual pond fun fly. The site is ideal for small to medium sized aircraft of floats. See Rideau Flyers website for details.(2.4Ghz only at Pond) | 2013-184

August 10, 2013 | Cornwall Aero Modellers Fun Fly | Fun Fly | 1 Day | CORNWALL AEROMODELLERS | Main Club Field | Roger Bélanger | 18157 Street Road RR#2 Cornwall, ON K6H 5R6 | (613) 931-9524 | belanger.roger@sympatico.ca | The Cornwall Aero Modellers Club is hosting it's annual Fun Fly on August 10th 2013. The event will take place at the CAM field (see www.cornwallaeromodellers.ca for directions). Flying will start at 9:00am. Canteen will be open for lunch. \$10.00 landing fee will get you registered. A H9 Pulse 40 & an O.S. 46 AX will be raffled. Contact: Roger Bélanger 613 931 9524 belanger.roger@sympatico.ca | 2013-196

August 17, 2013 | 26th Annual Kingston IMAA Giant Rally | Fun Fly | 2 Days | KINGSTON R/C MODELLERS | Main Club Field | Dave Penchuk | (613) 795-6076 | dave.penchuk@sympatico.ca | August 17-18, 2013 - 26th Annual Kingston IMAA Giant Rally. Hosted by the Kingston Radio Control Modellers and IMAA Chapter 217. Registration at 8:00 am and flying from 9:00 - 5:00pm on both days. \$10.00 landing fee. 400 ft grass runway. Limited camping, no hookups. Concession, Kingston style Saturday night feast. Raffles and door prizes. Rule 80" wingspan for monoplanes, 60" for biplanes or 1/4 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: roly@bell.net Directions: <http://www.krcm.org/map.pdf> Website: <http://www.giantscalecanada.com> | 2013-62

August 23, 2013 | Canadian IMAC Nationals | Competition | 3 Days | STETSON FLYERS | Main Club Field | Gary Robertson | garyr75@hotmail.com | Stetson Flyers are pleased to host the 2013 IMAC Canada Nationals at Stetson Field. We look forward to a full 3 days of competitive flying in all classes from Basic to Unlimited. Freestyle will also be flown. For up to date registration and information please consult [www.scaleaerobaticsCanada.com](http://www.scaleaerobaticsCanada.com) Stetsons Canteen will be available for lunch and refresh-

ments. A Friday Pilots Dinner at the field will be held, and a Banquet on Saturday evening will cap off the festivities, location TBA. Basic Camping is available on site (no hook ups) MAAC or AMA required. IMAC members receive a discount. | 2013-79

September 7, 2013 | IMAA Giant Scale and Pig Roast | Fun Fly | 2 Days | STETSON FLYERS | Main Club Field | Scott Clarke | giantscale@rcaviator.ca | Please join us again this year for a BIG weekend of IMAA Giant Scale fun flying. The featured Pig Roast and dinner on Saturday afternoon is always a great event, so bring your appetite! MAAC or AMA is required and aircraft are to be IMAA legal. Basic Camping is available (no hookups). Flight line opens at 9AM both days. Landing fee of \$10 applies. Stetsons famous lunch hour canteen will operate both noon hours. Email Scott Clarke at giantscale@rcaviator.ca for additional information. | 2013-66

September 7, 2013 | Greater Ottawa Aero-Tow | Fun Fly | 2 Days | ARNPRIOR RADIO CONTROL CLUB | Main Club Field | Gudmund Thompson | 613-852-0648 | gudmund.thompson@gmail.com | The Greater Ottawa Aero-Tow group will host its fourteenth annual aerotow fun fly at the Arnprior RC field on 7 and 8 September 2013. Flying will begin at 09:30 each day, weather permitting, but talking about aerotowing will begin much earlier, rain or shine. While this is a pretty informal get-together, current MAAC or AMA membership is required. Spectators are also encouraged to drop by to chat, take some pictures or just hang out. Coffee, lunch, and plenty of water will be provided for a registration fee of \$10.00 and Saturday evening will feature a no-host dinner gathering - where more talking about flying (and other things) can take place. The Arnprior RC field is located a half-hour west of Ottawa, Ontario, Canada and features a 750 foot-long grass runway with plenty of surrounding bailout area. The field and the local tugs easily handle 6-meter sailplanes. | 2013-197

## BC COASTAL - H

May 5, 2013 | Dan Jude Memorial Nineth Annual Float Fly | Fun Fly | 1 Day | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | Allouette Lake | Bill Johnston | 6044720948 | wjl1@telus.net Nineth Annual Dan Jude Memorial Float-Fly Sunday May 5 2012 The WRCFAF is again hosting their annual "Dan Jude Memorial" Fall Float-Fly at Allouette Lake. The Park gate opens by 8:00 and there will be an orientation and safety meeting at 9:00. then flying will continue till 3:00. All types and sizes of fixed wing model aircraft are welcome, Bring your Heli to if its on floats, however, for the safety of yourself and others watching, please bring only properly functioning and inspected aircraft. There are no fees for this event, but proof of MAAC membership is required! Should it rain, a decision to cancel will be made at 10:00 that day! Please note that there will be no alternate date scheduled for this event. Bring your lunch and make a day of it. Washroom facilities on site. For more information, contact Bill



# Calendar of Events



Johnston at: [wlj1@telus.net](mailto:wlj1@telus.net) or go to our web site: [www.wrcraf.com](http://www.wrcraf.com) Directions : From Dewdney Trunk Rd. in Maple Ridge, drive north on 232th St. At roundabout, bear right onto Fern Crescent then follow the signs for Golden Ears Park. Drive through the Park gate and follow the road to the lake day use area. Modelers will use the "day use" parking area for their vehicles. | 2013-167

May 18, 2013 | Pattern in the City | Competition | 2 Days | SPECTRUM FLYERS | Spectrum Flyers club Field | Danny Gill | 778-237-9703 | [dangill57@gmail.com](mailto:dangill57@gmail.com) | First time Sportsman fly free! Friday night is meet and greet appy night, potluck and good times. Breakfast snack, coffee and lunch for the pilots and staff is included. This club will require proof of MAAC / AMA insurance to compete, and is a 2.4 GHZ only field due to the proximity of a neighbouring club. No 72mhz transmissions are allowed, and no exceptions. Trophies to third place are included. There may even be prizes. For further information, contact Dave Blaby at [david.blaby@me.com](mailto:david.blaby@me.com) or Danny Gill at [dangill57@gmail.com](mailto:dangill57@gmail.com). | 2013-129

June 15, 2013 | VRCMS Precision Aerobatics Contest | Competition | 2 Days | VICTORIA RADIO CONTROL MODELERS | Main Club Field | Dave Reaville | [dave.reaville@gmail.com](mailto:dave.reaville@gmail.com) | VRCMS Precision Aerobatics Contest. CD Dave Reaville [dave.reaville@gmail.com](mailto:dave.reaville@gmail.com) 250-727-8918 All Classes flown with FAI flying P-13 Sat & F-13 Sun. \$30 each and includes lunch & dinner Saturday night. Raffle in support of the event with a portion donated to Team Canada F3A 2013. Updates at <http://members.shaw.ca/patternwestnews/patternwestnews/Events.html> | 2013-213

June 16, 2013 | Fathers Day Fun Fly | Fun Fly | 1 Day | B.C. Coastal Zone | Main Club Field | Larry DeFehr | 5968 Baffin Place Burnaby BC V5H 3S8 | 604 255.8979 | [ldefehr@telus.net](mailto:ldefehr@telus.net) | Burnaby Lake Flyers Father's Day Fun-Fly: June 16, 2013 9:00 AM to 6:00 PM with Events throughout the day Open to all Electric aircraft All MAAC insured pilots and their guests welcome Event and draw prizes will be awarded | 2013-246

June 21, 2013 | PDQ Scale Event 2013 | Competition | 3 Days | PARKSVILLE DISTRICT AND QUALICUM FLYERS | Main Club Field | Greg Brunt | 663 Martindale Road Parksville BC V9P1R8 | 250-586-4418 | [rollinb2@hotmail.com](mailto:rollinb2@hotmail.com) | Welcome to the PDQ Flyers Annual Scale Event. On Friday we put on a flying demonstration for our local seniors community. Saturday is the main competition day for the Static and Flying Events and if necessary Judging will be completed on Sunday. These Events include: Team Open Scale - Judged Flying, Team Fun Scale - Judged Flying, Advanced Scale - Judged Flying. Our goal is to get in a minimum of 3 Judged rounds of flying. Friday: Seniors Airshow Day. Concession from 10:00 - 15:00 Pilots Meeting - 10:00 - 10:30. Airshow 11:00 - 13:00. Remainder of the day set aside for Scale Flying Routine Practice. Saturday: Concessions from 11:00 - 15:00, Static Scale Non Flying - Pilots Choice Judging WWI Dawn Patrol Flying display during lunch break.

Registration and Static Judging 9:00 on, Pilots Meeting 10:00 - 10:30, Official Flight Judging 10:30 - 4:30. Sunday: Concessions from 12:00 - 14:00. WWI Dawn Patrol Flying display during lunch break. Pilots Meeting 10:00 - 10:30, Official Flight Judging 10:30 on if necessary. Open flying and socializing for the remainder of the day. Contact Greg Brunt 250-586-4418 Randy Rodrigue 250-752-0440. See Website for details [www.pdqflyers.com](http://www.pdqflyers.com) RV dry camping by request, call to confirm. Proof of MAAC Membership and Aircraft Inspection is Mandatory. | 2013-185

June 23, 2013 | NS with BS control line fun-fly | Fun Fly | 1 Day | MISSION WINGS MODEL FLYING CLUB | Main Club Field | Paul Bedford | 11497 Fisher ST. Maple Ridge B.C. | 604 463 8271 | [kiwipaul@telus.net](mailto:kiwipaul@telus.net) | Mission Wings Model Flying Club The famous "NS with BS" control line fun-fly is back for the 7th time. The world famous, in Mission B.C., control line fun-fly is back yet again. It will be held on the 23rd. of June 2013 at the Mission Wings Flying Club located at 10259 Farms Rd. Mission. Pilots meeting at 9.30am. Flying A.S.A.P. and continues till finished. All the usual silly antics can be expected. Such as balloon bust, bladder bust, longest flight, and whatever we would like to scare ourselves with. There could be combat flying. There could be scale planes. There could be a swap meet, even a buy and sell. Your junk is someone else's treasure. There will be food and beverage for your inner self. There is no entry fee. All control liners most welcome. Contest director is Paul Bedford. [kiwipaul@telus.net](mailto:kiwipaul@telus.net) | 2013-211

July 6, 2013 | Spectrum Flyers Heli Fun Fly | Fun Fly | 2 Days | SPECTRUM FLYERS | Main Club Field | Jack Michaan | [jackmail@shaw.ca](mailto:jackmail@shaw.ca) | 3rd Annual Heli Fun Fly - Join us for two days of heli bashing. By invitation only: contact your fellow Spectrum Flyers member for an invite. 2.4GHz spread spectrum radios only. Electric, Nitro, Gas, Helicopters or Multirotors welcome. From 9:00am to sundown. Saturday evening: electric night flying showdown (night flying electric planes welcome too...) Sunday morning: scale meet. Food and refreshments available. No on-board cameras-sorry. | 2013-244

July 20, 2013 | WESTERN CANADA STUNT CHAMPS | Competition | 2 Days | VANCOUVER GAS MODEL CLUB | Main Club Field | KEITH VARLEY | 1196 E 54 AVE VANCOUVER, BC V5X 1L9 | 604-327-4932 | [kvarley3@gmail.com](mailto:kvarley3@gmail.com) | Western Canada Stunt Champs VGMC Flying Site - Rice Mill Rd, Richmond, BC July 20, 2013 9AM Old Time Stunt, Classic Stunt, N.W. Profile July 21, 2013 9AM Beginner P.A. Intermediate; P.A. - Advance P.A.; Expert P.A. N.W. Profile Rules as per A.M.A. Rules Contact C.D. Keith Varley at [kvarley3@gmail.com](mailto:kvarley3@gmail.com) | 2013-82

July 21, 2013 | Hoods Up Fun Scale Contest | Competition | 1 Day | BURNABY LAKE FLYERS | Main Club Field | Larry DeFehr | 5968 Baffin Place Burnaby BC V5H 3S8 | 604 255.8979 | [ldefehr@telus.net](mailto:ldefehr@telus.net) | Hoods Up Fun Scale Contest: July 21 2013 9:00 AM to 6:00 PM with Judging beginning at 11:00 AM Open

to all scale electric aircraft All MAAC insured pilots and their guests welcome Judging for static display and flying Event and draw prizes will be awarded | 2013-247

July 21, 2013 | Hoods Up Fun Scale Contest | Competition | 1 Day | BURNABY LAKE FLYERS | Main Club Field | Larry DeFehr | 5968 Baffin Place Burnaby BC V5H 3S8 | 604 255.8979 | [ldefehr@telus.net](mailto:ldefehr@telus.net) | Hoods Up Fun Scale Contest: July 21 2013 9:00 AM to 6:00 PM with Judging beginning at 11:00 AM Open to all scale electric aircraft All MAAC insured pilots and their guests welcome Judging for static display and flying Event and draw prizes will be awarded | 2013-249

July 27, 2013 | Joel Clarkston Memorial Scale Event | Competition | 2 Days | RADIO CONTROL AERONAUTICS ASSOCIATION | Main Club Field | Gary Crossan | 17-1240 Wilkinson Rd Comox B.C. V9M3X8 | 250-941-4029 | [mikeh5753@gmail.com](mailto:mikeh5753@gmail.com) | The Joel Clarkston Memorial Scale Event will be held once again at the Merville site and hosted by the Radio Control Aeronautics Association of the Comox Valley. There will be first second and third prizes in three categories, Builder Flyer, Team, and ARF. Saturday will be the main event with judging in the afternoon and all judging will be by pilots choice. Sunday will be an alternate weather day and open scale flying. There will also be a swap meet area set up for both days. A concession will be on site and some RV parking is available for the overnights. | 2013-85

August 9, 2013 | Victoria's Largest Little Airshow | Air Show/Demo | 3 Days | VICTORIA RADIO CONTROL MODELERS | Michell Park | Mike Scholefield | #16 2558 Ferguson Road Saanichton, B.C. V8M-1V7 | 250-652-8195 | [mmscho@shaw.ca](mailto:mmscho@shaw.ca) | Victoria's Largest Little Airshow August 10 - 11, 2013. 10:00 AM to 4:00 PM Michell Airpark Invitation Only. Contact Mike Scholefield for further details. Please check out VRCMS website at [www.vrcms.org](http://www.vrcms.org) for up to date information. | 2013-251

August 11, 2013 | Jacques Heyrman Memorial Fly-In | Competition | 1 Day | BURNABY LAKE FLYERS | Main Club Field | Larry DeFehr | 5968 Baffin Place Burnaby BC V5H 3S8 | 604 255.8979 | [ldefehr@telus.net](mailto:ldefehr@telus.net) | Jacques Heyrman Memorial Fly-In: August 11 2013 9:00 AM to 6:00 PM with Events from 1:00 PM to 4:00 PM Open to all Electric aircraft All MAAC insured pilots and their guests welcome Event and draw prizes will be awarded | 2013-248

August 17, 2013 | 6th Annual Kamikaze Fun Fly | Fun Fly | 2 Days | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | Main Club Field | Jeff Nye | 778 866 8723 | 6th Annual Kamikaze Fun Fly aka StrykerFest Held for two days again this year, August 17th and 18th, starting at 10AM both days. Last year we had over 180 RC's at the park, and 50 pilots. Landing fees are FREE again this year, and there will be door prizes for pilots, sponsored by local shops. Get your door prize ticket when you sign in and SHOW your MAAC card. No exceptions, card must be shown. Bring all your Air RC's to top last years total and get them into the mass picture. Also

# Calendar of Events



bring out anything RC you want to sell, even land or sea RC's The swap meet is both days, just put your RC out and put a price tag on it All Air RC's are welcome, helis and planes, electric, gas or nitro, even Kerosene. Come out for a day or both. Prizes both days and lots of events including limbo, formation flying, streamer wars and more. Contact me at a\_ronin@hotmail.com for more info | 2013-261

August 18, 2013 | Mission Wings members fun-fly | Fun Fly | 1 Day | MISSION WINGS MODEL FLYING CLUB | Main Club Field | Paul Bedford | 11497 Fisher St. Maple Ridge B.C. V2X 6N8 | 604 463 8271 | kiwipaul@telus.net | The Third annual Mission wings members fun-fly will be held August 18th, 2013. All members are most welcome. Pilots meeting 9.30am, flying commences 10.00am. Pilots must sign in. Pilots may bring one guest. Come and enjoy a day with your friends. Lots of food and drink. There is no entry fee. You gotta like that. Prizes, prizes, prizes. You can bring stuff to sell, swap or barter. The club house will be open for gourmet coffee. | 2013-212

August 23, 2013 | Mission Aerotow 2013 | Fun Fly | 3 Days | OAKALLA HAWKS R/C MODEL GLIDERS | Anderson Sod Farm | Doug Aldridge | n/a | H 604-272-1898; M 604-787-1778 | douga.ubc@gmail.com | Event details August 23rd for 3 days/OAKALLA HAWKS SCALE GLIDER AEROTOW AT ANDERSONS TURF FARM/ MISSION B.C./ 8KM. East of Mission at intersection of Sylvester Rd. on the left(north.) and McKamie Rd. on the right(south). Turn south on McKamie and go over the train tracks then follow R/C Glider signs to the field. Landing fee 15.00 for the weekend. Additional charge of \$5.00 per day for "gourmet hot dogs" - a Mission tradition served at the field at lunch break. Pilots meeting at 9:30 a.m. each day. 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. Electric sailplanes can be flown but aerotowing activity takes precedence and will limit 'electrics' flying time. On arrival at the field please 'DO NOT DRIVE ON ANY GRASS'. Space for overnight RV parking and camping will be available. Hotel rooms - two double beds - \$110 + tax - one double bed - \$105 + tax: Best Western Mission BC. Pricing valid until July 23rd, 2013. Group name is Mission Aerotow. | 2013-250

## QUEBEC - I

June 1 | Fun Fly | Aéroflotte 2013 | 2 Days | CLUB AVION RADIO CONTROLE TROIS-RIVIERES | Fleuve St-Laurent | Lawrence Michaud | 819-244-5545 (cell) | lawrence50@sympatico.ca | Tous les FunFly de 2012 ont été des succès sauf notre événement qui s'est déroulé sous la pluie...faut croire que le fait d'être près du Sanctuaire Notre-Dame-du-Cap n'a pas joué en notre faveur, mais pour 2013 ne reculant devant aucun défis nous rééditons l'événement sur le même site enchanteur (lorsqu'il fait beau :) Comme à l'habitude nous attendons les caravaniers pour ces 3 jours tout à fait gratui-

tement de vendredi à dimanche. Le prix d'inscription est de \$10.00 vous donnant droit à un chandail de l'événement en plus des tirages de nos commanditaires. Donc apportez vos avions sur flotte et aussi vous petits modèles pour voler après souper au dessus du parc. Si la température est de notre côté nous aurons un kiosque avec accomodement (liqueur, hotdog, etc) | 2013-108

June 29, 2013 | Fun-Fly St-Eugene | Fun Fly | 2 Days | Main Club Field | Club D'aeromodeliste St-Eugene D'argenteay | Gilles Simard | 418-276-9550 | gilliminus@gmail.com | Notre club peut se vanter d'avoir gagné le grand prix de la ruralité dans notre MRC maria-chappelaine et on en est fier d'avoir notre municipalité de notre côté et l'appui des autre municipalité de notre MRC. | 2013-285

August 24, 2013 | Festival Provincial 2013 | Fun Fly | 2 Days | CLUB AEROMODELISME SAGUENAY INC | Aéroport de St-Honoré | Roger Martel | 360 Des Chalets St-Honoré GOV 1L0 | 418-673-4462 | faro1@videotron.ca | Le Club Aéromodélisme Saguenay Inc, invite tous les Clubs intéressés, à venir participer notre Festival Provincial, qui se tiendra les 24 et 25 Août 2013, à l'aéroport de St-Honoré de Chicoutimi. Accueil à partir de vendredi, possibilité de camping sur place et accomodation d'eau potable. Il y aura un souper organisé samedi soir, et un vol de nuit en soirée. Bienvenue à tous. | 2013-231

## ST. LAWRENCE - J

March 3 | RC Indoor / RC Vol Interieur | Fun Fly | 1 Day | CLUB ESCADRON DU RICHELIEU Sorel-Tracy | Centre Sportif du CEGEP de Sorel-Tracy | Robert Thibert | 450-551-3112 | robert.thibert@yahoo.ca | RC INDOOR / RC VOL INTERIEUR Le Club Escadron du Richelieu organise une journée de vol interieur le 3 mars 2013 de 12.30 à 16.00 hres Endroit: Centre Sportif du CEGEP de Sorel-Tracy 3000 Blv. de Tracy (porte 17) Sorel-Tracy Quebec J3R 5B9 Info: robert.thibert@yahoo.ca | 2013-18

March 8 | Display | Exposition aux Galeries de St-Hyacinthe | 3 Days | CLUB AEROMODELISTE MASKOUTAIN | Galeries de St-Hyacinthe | Réjean Richard | 450-796-3339 | reri@cgocable.ca | Mars 8-9-10 | Exposition 2013 Exposition au mail des Galeries de St-Hyacinthe, entrée #6 | Club Aéromodélisme Maskoutain Réjean Richard | reri@cgocable.ca Venez célébrer avec nous le 20ième anniversaire de fondation de notre Club, les 8-9-10 mars prochain. Admission gratuite. Tirage d'un avion téléguidé Alpha 40 prêt à voler. Accès direct par l'entrée #6 des Galeries située sur la rue Cusson à St-Hyacinthe. | 2013-137

July 13 | Fun Fly | FESTIVOL | 2 Days | CLUB AVION MODELE GRANBY INC. | Main Club Field | ALAIN TRUDEAU | Rcgranby@hotmail.ca | Le Club Avion Modèle de Granby organise un spectacle aérien les 13 et 14 juillet 2013. Un service de restauration sera sur place. Camping disponible sans service. Vous pouvez arriver le vendredi. L'entrée est gra-

tuite. Très beau site. Deux pistes de disponibles, une en asphalte de 450' X 35' et une autre en gazon de 600' X 65'. Bienvenue à tout les pilotes, jet, avion et hélicoptère. Vol de nuit et combat aérien possible. Direction routière: Autoroute 10 sortie 68 direction Granby (nord). Rendu au blvd Industriel tourner à droite. Information additionnel appeler : Jean-Yves Monnier 450-378-9556 Alain Trudeau 450-372-7269 Marie Reine D. Malcewski 450-263-4818 | 2013-119

August 3 | Festival | Fun Fly | 2 Days | CLUB AEROMODELES ASBESTOS | Main Club Field | Serge Auger | aubou123@videotron.ca | Le Club Aéromodèles Asbestos organise son festival aérien les 3 et 4 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.clubaeromodels-asbestos.com> Pour information s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2013-21

## SASKATCHEWAN - K

May 18, 2013 | Horizon Beach float fly | Fun Fly | 3 Days | REGINA WINDY FLYERS INC. | Oyama Beach | Heinz Pantel | 1116 Horace street Regina, SK | 781-7400 | hnzuptl@gmail.com | Open to all MAAC members, for fun and a chance to try float flying, for those who would like to try something more challenging. This is a lot of fun. You must have your paid up MAAC membership with you. Since this is a long week-end bring your sleeping accommodations, and every thing else that one needs for camping. However there will be hot showers, toilets ect. | 2013-468

May 31, 2013 | SHAG 2013 | Fun Fly | 3 Days | HUB CITY RADIO CONTROL CLUB INC | Main Club Field | Colten Edwards | Box 806 Delisle, SK S0L0P0 | 306-220-2476 | cd.edwards@sasktel.net | Come to sunny Saskatoon to enjoy a weekend of only helicopters.. This is an ongoing event for the last 9 years. Beginner's, amateurs and advanced, there is something for everyone. Hotel's are available close to the field and shopping for the wife's is almost next door. Past participants have come from as far away as Vancouver and Michigan. | 2013-36

June 15, 2013 | MJRC Aircraft Club - Annual Fun Fly | Fun Fly | 1 Day | MOOSE JAW R/C AIRCRAFT CLUB | Main Club Field | Real Bouvier | #13-14 Nettie Place Moose Jaw Sk. | 306-630-3976 | realbouvier@hotmail.com | MOOSE JAW RADIO CONTROL AIRCRAFT CLUB annual Fun Fly will be held on Saturday June 15th, 2013. A \$5.00 'Landing Fee' for carded MAAC pilots. Spectators - no charge. New Pilots are encouraged to ask for a Discovery Flight on our Club Trainer with an Instructor. Check out our web site for more information at [www.mjrc.ca](http://www.mjrc.ca) | 2013-97

July 12, 2013 | Saskatchewan Provincial Fun Fly

# Calendar of Events



| Fun Fly | 3 Days | REGINA WINDY FLYERS INC. | RWF Field | Doug Brownlee | 306-949-8481 | [dbrownlee@sasktel.net](mailto:dbrownlee@sasktel.net) | Saskatchewan Provincial Fun Fly, Swap Meet and Flight Demonstration Where: Regina Windy Flyers field Camping: Non-serviced camping with pit toilets is available. Drinking water is not available on site. Gates will be left open from 2:00 PM Friday until 5:00 PM Sunday. Pilot Requirements: Pilots must receive their name tags and agree to the "No Fly Zone" requirements before flying. All pilots must have MACC or AMA membership supported by a current membership card. Pilots must attend the pilot briefings before flying on Saturday or Sunday. SCHEDULE Friday, July 12. 2:00 PM Gates open for early registration and flying. Note: Concession will not be available on Friday. Saturday, July 13 9:00 AM Pilot briefing. Only those with the "Sat. Pilot Briefing" check-box filled in on their name tag will be allowed on the flight line. 9:00 AM to 1:30 PM - Open flying 10:00 AM to Noon - Official "Swap Meet" area open. Of course, deals may be made any time during the week-end. Noon - Gates open to the public. From noon until 5:00 PM, pilots must have an observer with them when flying. Noon to 1:30 PM - Concession open for lunch 1:30 PM to 3:00 PM - Flight Demonstration and CANDY DROP. Any pilot selected to fly for the demonstration will have their Landing Fee refunded. 3:00 PM to dusk - open flying. 6:00 PM - "Cook you own" steak supper. Steaks, side dishes and dessert will be provided for pre-registered participants. Cost will be \$ 15.00 for this meal. 9:00 PM - Pilot and Guest Campfire Sunday, July 14 9:00 AM - Pilot briefing. Only those with the "Sun. Pilot Briefing" check-box filled in on their name tag will be allowed on the flight line. 9:00 AM to 4:00 PM - Open flying 10:00 AM to Noon - Official "Swap Meet" area open. Noon to 1:30 PM - Concession open for lunch | 2013-156

## SOUTH EAST - L

Record Trials for Category I Site 25'4" | MARKHAM INDOOR FLYERS | Main Club Field | John F. Marett | 99 Perryview Drive Port Perry, ON L9L 1T8 | 905-985-4458 | Record Trials for Category I Site 25'4". Any available Friday night during the 2013 year at Bill Crothers Secondary School, 44 Main St. S. Unionville, ON | 2013-55

June 1, 2013 | Toronto & District Control Line Championships | Competition | 2 Days | Balsa Beavers MFC INC. | Main Club Field | Chris Brownhill | 63 Savona Drive Toronto, ON M8W 4V2 | 416-255-1289 | [cbrownhill@sympatico.ca](mailto:cbrownhill@sympatico.ca) | June 1&2 2013 Toronto & District Control Line Championships Location: Centennial Park Flying Circles, Etobicoke June 1 (Saturday) Events: 80MPH Combat, LA.25 Sport Race, Old Time Stunt, Profile Scale June 2 (Sunday) Events: FAI Combat (F2D), Profile Stunt, FAI Stunt (F2B), Sport Scale Starting time 8:30AM Entry fee: \$20 per event, \$30 maximum Safety thong mandatory for all events Contact: Chris Brownhill Tel: 416-255-1289 email: [cbrownhill@sympatico.ca](mailto:cbrownhill@sympatico.ca) Also see club website: [www.balsa-beavers.com](http://www.balsa-beavers.com) | 2013-237

June 8, 2013 | Oakville Milton Electric Fun Fly | Fun Fly | 1 Day | OAKVILLE MFC INC. | Main Club Field | Jack Linghorne | (416)-233-0230 | [mjlinghorne@rogers.com](mailto:mjlinghorne@rogers.com) | The Oakville Milton Flying Club is once again holding its annual Electric Fun Fly. Saturday June 8th, 2013. Rain date June 9th, 2013. Dust off your favourite electric plane(s), charge up some batteries and come on out and join us. Food and drinks available. Prizes go to lucky pilots. Directions to the field as follows: Oakville Milton Flying Club, North field Drumquin Park. Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. The parking area is located at our flying field. All MAAC members in good standing are welcome to fly with us guests welcomed to watch. See you there. | 2013-33

June 8, 2013 | CLASSIC AIRPLANE FUN FLY | Fun Fly | 1 Day | PETERBOROUGH R/C CLUB INC. | Brown Field PRCMFC | Richard Orr, Pres 61117 | 1492 Cherry Hill Rd Peterborough, Ontario, K9J 1A6 | 705 749 9385 | [dorr41@coceco.ca](mailto:dorr41@coceco.ca) | 'CLASSIC AIRPLANE' Fun Fly by Peterborough Radio Control Model Flying Club (55th Anniv) will be held at Brown's Field Saturday 0930 June 08/13, rain date Sun 09. This will be an informal flying event including some competitive challenges staged during the day on a sign in basis. All types of historic aircraft welcome. Lunch will be available. Contact Mel Johnson ([mel169@mac.com](mailto:mel169@mac.com)), or Richard Orr ([dorr41@coceco.ca](mailto:dorr41@coceco.ca)). See MAAC website or ([www.prcmfc.net](http://www.prcmfc.net)) for directions to our club field, 5 km East of Douro, Ont.' | 2013-195

June 22, 2013 | Oakwood Flyers Scale Fun Fly | Fun Fly | 1 Day | OAKWOOD DISTRICT MODEL FLYING CLUB | Main Club Field | Gord Weekes | 905 722 5863 | [weekes@rogers.com](mailto:weekes@rogers.com) | Oakwood Flyers Scale Fun Fly, Sat. June 22, 10 am. At the field, 1428 Eldon Rd, 6 km north of Oakwood. Bring your scale plane and fly from our 600 ft. runway! No judging - No stress! Rain date Sun. June 23. \$10.00 fee includes lunch. | 2013-149

June 22, 2013 | Seaton Valley Memorial War Bird Rally | Fun Fly | 1 Day | SEATON VALLEY R/C MODEL CORP. | Main Club Field | Walter Ernstberger | 300 Pharmacy Ave. Scarborough, On. | 416-759-7192 | [walter.ernstberger@scotiabank.com](mailto:walter.ernstberger@scotiabank.com) | This annual warbird event has traditionally been held in early August however it has been changed to this earlier date to avoid conflicts with other events. There will be a casual atmosphere with food available as well as pilot and draw prizes. There will likely be some spectators present. Any plane dressed in warbird colours is acceptable however MAAC noise limits will be enforced and it is a grass runway so some small planes may need to be hand launched. All aircraft channels will be accepted including 72 and 2.4 channel radios. Rain date will be June 23rd. | 2013-218

June 22, 2013 | EMFSO Electric Float Fly | Fun Fly | 1 Day | ELECTRIC MODEL FLYERS OF SOUTHERN ONTARIO - 2012 | Beeton Pond | Same as Event Director | (647) 999-

9479 | Electric Model Flyers of Southern Ontario EMFSO Electric Float Fly Saturday June 22, 2013 9:00 AM Mark your calendar and join Electric Model Flyers of Southern Ontario and Beeton RC Flyers at the Beeton Pond for a day of float flying. Concession Road 4 north of Side Road 5 Adjala-Tosorontio. Landing Fee is FREE. MAAC sanctioned. 12.5 acres of water, safe launch sites, recovery boat, plenty of parking and food is available. Rain Date is June 23, 2013. Visit [www.emfso.org](http://www.emfso.org) for more information. Ken Rawlins is the Event Director. <[kenrawlins@live.ca](mailto:kenrawlins@live.ca)> | 2013-224

June 23, 2013 | Annual Air Show | Air Show/Demo | 1 Day | OAKVILLE MFC INC. | Main Club Field | Terry Sears | (905)-844-4048 | [searst7281@gmail.com](mailto:searst7281@gmail.com) | The Oakville/Milton Flying Club will be having its Annual Airshow in support of the Oakville Fareshare Food Bank on June 23th, 2013. The show will be held between the hours of 12:30pm to 3:00pm at the clubs main flying field located at Drumquin Park in Milton. Food and drinks will be available. There will be a variety of models performing including war birds, aerobatic planes, gliders and some special surprises. After the show the visitors are invited to fly some of our training planes that will be made available for use under the direction and supervision of club instructors. To get to the flying field from the South take Trafalgar road north to Britannia Road and turn Left at the lights. Proceed west approximately 200 yards to the Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. From the North take Trafalgar road south to Britannia road and turn right at the lights. Proceed west approximately 200 yards to the Drumquin Park entrance on your right (North Side) opposite Terra Garden Center. The public is asked to make a donation of food or cash for the Foodsahre Food Bank by way of admission | 2013-34

June 29, 2013 | 6th Annual Gord Silver Memorial Precision Aerobatic Contest | Competition | 2 Days | NORTHUMBERLAND ELECTRIC AVIATORS | Main Club Field | Harry Ells | [harryells@gmail.com](mailto:harryells@gmail.com) All MAAC RC precision aerobatic classes will be flown as well as P13 & F13. PLEASE note that this is a new location and local club rules will be in effect. Including electric motors only permitted. Lunch will be provided with registration. Please contact Harry Ells by email for event flyer with directions, accommodation and other information. | 2013-43

July 13, 2013 | Orillia Aero Modeler's Annual Fun Fly | Fun Fly | 1 Day | Main Club Field | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | Mark Wandel | 705-327-3158 | [mark.wandel@sympatico.ca](mailto:mark.wandel@sympatico.ca) | The Orillia Aero Modelers will be holding their Annual Fun Fly on Saturday, July 13th (rain date Sunday, July 14th). Food and refreshments will be available. There will be R/C aircraft of all types from small electric planes to large gas powered aerobatic planes and helicopters. Spectators welcome. |

July 13, 2013 | OMFC Summer Fun Fly | Fun Fly | 1 Day | OAKVILLE MFC INC. | Main Club Field | Terry Sears | (905)-844-4048 |

# Calendar of Events



searst7281@gmail.com | All Oakville Milton Flying Club members and family are invited to come out to our main flying field. When: July 13, 2013. Where: Main Club North Field From: 9:30am to 3:00pm. This is your event, so 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 friends and fellow club members. Weather permitting. Food and Drinks will be available. Draw prizes for lucky fliers. See you there. | 2013-35

July 27, 2013 | 2013 Oakville Milton Precision Aerobatic Contest | Competition | 2 Days | OAKVILLE MFC INC. | Main Club Field | Jim Eichenberg | 1316 Gainsborough Drive, Oakville, Ontario, L6H 2H5 | (905)-849-9721 | jeichen@idirect.com | 2013 Oakville Milton Precision Aerobatic Contest Hosted by the Oakville Milton Flying Club July 27th and 28th 2013. MAAC Sanctioned event involving all Pattern Classes: Sportsman, Intermediate, Advanced, Masters and F.A.I. Pre-registration by mail, phone or email to the C.D. \$30.00 with a letter of intent or \$45.00 on the day of the contest. Send no money. Pay at the contest. Start time 0900 H Saturday. Registration 0700 to 0830 H Saturday. C.D. Jim Eichenberg (905)-849-9721, email: jeichen@idirect.com. Ass't. C.D. Brian Anderson (905)-826-3168 email: banderson@sympatico.ca. Points will be awarded toward the S.E. Zone Championship. Camping is not available at the field. Arrangements can be made to camp at OMFC South field. No Hook Ups. Check with the C.D. if you wish to camp. | 2013-40

August 4, 2013 | War Birds Over Keswick | Fun Fly | 1 Day | Keswick Model Aircraft Club | Main Club Field | Cliff Gibson | 12 Glendower Cres Keswick On. L4P 0A5 | 905 535 1469 | gibsoncliff@netscape.net | contact club for more information | 2013-100

August 10, 2013 | Oakville Milton Flying club Aerotow | Fun Fly | 2 Days | OAKVILLE MFC INC. | OMFC South Field | Jim Eichenberg | 1316 Gainsborough Drive, Oakville, Ontario, L6H 2H5 | (905)-849-9721 | jeichen@idirect.com | This years 2013 Event will be held on August 10th, and rainday August 11th is our 14th year hosting this event. Start time 9:00am. This event will be held at the Oakville South field located at Trafalgar Rd. and Dundas (Hwy #5) N.W. 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. | 2013-41

August 17, 2013 | Corn Cob Float Fly | Fun Fly | 1 Day | BEETON RC FLYERS | Club pond | Bill Turkington | 8 Elmwood Court; Cookstown, L0L 1L0 | 705 300-4176 | tspitfireman@primus.ca | Beeton R/C Flyers are hosting their fourth annual Corn Cob Float Fly at the club pond, August 17th, pilot registration 9am, splash down fee \$8. For more information

contact, Rick Byers, 647 932-4018, or Bill Turkington, 705 300-4176 | 2013-78

August 24, 2013 | Oakville Milton Heli Fun Fly | Fun Fly | 1 Day | OAKVILLE MFC INC. | South Field | Jody McConnell | (416)-220-3891 | limitlss@gmail.com | The Oakville Milton Flying Club is proud to host a Heli Fun Fly. Saturday August 24th 2013 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 \$0.00 Special guests, prizes and cash BBQ lunch. Contact: Jody McConnell (416)220-3891. limitlss@gmail.com. | 2013-56

September 7, 2013 | Beeton Electric Fun Fly and Formosa Pylon Race | Fun Fly | 1 Day | ELECTRIC MODEL FLYERS OF SOUTHERN ONTARIO - 2012 | Beeton RC Flyers main field | Ken Rawlins | Oshawa, Ontario | (647) 999-9479 | kenrawlins@live.ca | Beeton Electric Fun Fly and Formosa Pylon Racing All MAAC members are invited to fly at this huge flying site. 80 plus acres of cut grass. Arrive early and stay late... morning and afternoon flight lines. Free landing fee. Spectators are invited for a introductory electric powered RC flight. Bring your own lunch and refreshments. Directions: Highway Number 9 to Tottenham Road North on Tottenham Road to 10 Line East on 10 line one kilometer. The Beeton RC Flyers site is on the right. GPS lat. 44.094212 Long. -79.821107 | 2013-225

September 14, 2013 | Long Sault Flyers Eleventh Annual Scale Rally | Fun Fly | 1 Day | LONG SAULT FLYERS | Main Club Field | Roger Langley | 905-623-9308 | roger\_val@sympatico.ca | Long Sault Flyers Eleventh Annual Scale Rally Saturday, September 14, 2013 9:00 AM start (Rain date September 15.) Join us at the long sault conservation area on woodley road north off durham regional road 20, between regional road 57 and mosport raceway (north of bowmanville.) Scale and stand-off scale airplanes encouraged, but all flight-tested rc airplanes are welcome. Bring the family along for a fun-filled day of non-competitive flying, food and prizes!!! \$10 Entry fee includes one ticket to the grand prize draw (additional tickets available at the field draw will be held after lunch.) Current MAAC or AMA membership required to fly (membership card must be shown.) Lunch available at the field at noon. Penny drive to benefit the Terry Fox Foundation. Spectators welcome. For more information please contact roger langley 905-623-9308 or visit our website at WWW.LS-FLYERS.COM | 2013-128

September 21, 2013 | Oakville Milton Flying Club Scale Fun Fly | Fun Fly | 1 Day | OAKVILLE MFC INC. | Club South Field | Percy Ford-Smith | (416)-233-7412 | the.four-smiths@sympatico.ca | Oakville Milton Flying Club welcomes you to a one day Scale Fun Fly on Saturday September 21, 2013 from 9:00 am until 4:00 pm. A rainday is scheduled for September 22, 2013 from 9:00 am to 4:00 pm. 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 Percy ford-Smith at (416)-233-7412 or email:the.four-smiths@sympatico.ca See you at the field. | 2013-42

September 28, 2013 | Balsa Beavers 56th Anniversary Event | Competition | 2 Days | Balsa BEAVERS MFC INC. | Main Club Field | Chris Brownhill | 63 Savona Drive, Toronto, ON M8W 4V2 | 416-255-1289 | cbrownhill@sympatico.ca | September 28/29 2013 Balsa Beavers 56th Anniversary Event Location: Centennial Park Flying Circles, Centennial Park, Etobicoke. Sept. 28/2013(Saturday) Events: FAI Combat (F2D), 1/2A Musiciano Event, Old Time Stunt, 1/2A Scale Sept. 29/2013 (Sunday) 100 mile Sport Race Marathon (1400 laps) Entry fee: \$ 20.00 per event for F2D and Marathon Sport Race. Other events, donation only Starting time: 8:30AM Contact: Chris Brownhill Telephone: 416-255-1289 email: cbrownhill@sympatico.ca | 2013-238

## SOUTH WEST - M

May 25, 2013 | Annual Fun Fly | Fun Fly | 1 Day | FOREST LAKESIDE FLYERS | Main Club Field | Stuart Schroeder | 191 Collingwood St. Sarnia, Ont. | 519-344-1253 | stuart.schroeder@distributel.net | Saturday May 25, 2013- Forest Lakeside Flyers Annual Fun Fly at their Proof Line Road club field, west off Hwy 21 approx 4 Km north of Forest Ontario. Refreshments available, no events, no entry fee, great flying site. Flying 9 am to 4 pm. No rain date. Contact: Stuart Schroeder 519-344-1253 | 2013-47

June 1, 2013 | 2013 Chatham CAN-AM IMAC Contest | Competition | 2 Days | CHATHAM AERONAUTS | Prince Albert | Don McLellan | 519 436 0914 | goneflyin@ciaccess.com | The 2013 Chatham CAN-AM IMAC is Back! We are happy to bring back the competition, being held at our new field in Chatham, on the Prince Albert Sideroad. All classes to fly- Basic to Unlimited, and Freestyle. Trophies to 3rd place. Concession booth on site, as well as camping and charging. Alternate sequences to be flown for Advanced and Unlimited. | 2013-77

June 8, 2013 | Jet Fest in Forest | Fun Fly | 1 Day | FOREST LAKESIDE FLYERS | Main Club Field | Brad Metcalf | bmetcalf@xcelco.on.ca | Forest Jet Fest 2013 is a go. Saturday June 8 2013. This will be a fun fly type event open to all 'Jets'( turbine, DF and EDF). Club will run a small food tent. We will also have a display section along with a for sale section, vendors welcome. Lets have some fun and burn some kero and some Watts!! Spectator's are welcome. If anyone has any time and would like to assist, please let us know. Thanks Forest Lakeside Flyers, for more info contact Brad 'Maddog' Metcalf bmetcalf@xcelco.on.ca | 2013-144

June 9, 2013 | New Hamburg RC Club Fun Fly | Fun Fly | 1 Day | NEW HAMBURG R/C CLUB | Main Club Field | Steve Martin | 519-662-3961 | The New Hamburg RC Club is hosting our annual Fun Fly on Sunday June

# Calendar of Events



9th at our club field on Carmel-Koch Rd. 9:00 am to 3:00 pm MAAC is required by all pilots, food and drinks will be available, spectators are always welcome For more information contact Steve Martin at [sjm\\_61@yahoo.com](mailto:sjm_61@yahoo.com) | 2013-199

June 15, 2013 | Fun Fly | Fun Fly | 1 Day | SAUGEEN RC FLYERS | Main Club Field | Eric Wilston | 519-364-7769 | The Saugeen Flyers invites everyone to our fun fly on June 15, 2013. It starts at 10 am. The rain date will be June 16, 2013. We are located at 1164 Sideroad 30, South Bruce. N 4405.976, W 08102.412. | 2013-60

June 22, 2013 | Warbirds Over | Fun Fly | 1 Day | SOUTHERN R/C FLYERS INC. | Main Club Field | Mark Lesperance | [lesperanceremovals@gmail.com](mailto:lesperanceremovals@gmail.com) | Southern RC Flyers presents: warbirds over "New California Field" scale /semi scale rc aircraft fly-in. 1182 Road 2 West Kingsville, On. Saturday June 22, 2013 10:00am - 5:00pm enjoy all the fun. No landing fee! Pilot registration at 9 am, pilot prizes, 50/50 draw, barbeque and refreshments, area for pilot shelters / tents, shaded picnic area, all are welcome. No rain date for this event, weather permitting. | 2013-120

June 23, 2013 | Barn Storming Open house | Fun Fly | 1 Day | OTTERVILLE RADIO CONTROL FLYING CLUB INC. | Main Club Field | Jamie Fleming | 773624 Hwy 59 R.R.#1 Burgessville ON N0J 1C0 | 519-424-2351 | [j4242351@oxford.net](mailto:j4242351@oxford.net) | BARN STORMING is back at the Otterville Radio Control Flying club!! Prize Money \$400.00!! Be the first to fly a fixed wing aircraft through our famous RED BARN and win the money. Flying starts at 10 am, barn storming later in the day. Burgers, hotdogs and drinks on site. Camping too. Have a question? Call Rene 519-879-6854 or Jamie 519-424-2351. See you there. | 2013-145

July 7, 2013 | Mac Rowe Memorial | Fun Fly | 1 Day | WOODSTOCK RADIO CONTROL FLYING CLUB | Main Club Field | Steve Raper | 519-537-1507 | WOODSTOCK RADIO CONTROL FLYING CLUB MAC ROWE MEMORIAL FUN FLY July 7 2013 10:00am - 3:00pm. All types of planes/helis welcome. food booth, pilot draws. Come and enjoy a day of flying. No rain date. Please bring proof of valid MAAC membership. Visit our website for more info and directions [www.woodstockrcflyingclub.ca](http://www.woodstockrcflyingclub.ca) | 2013-20

July 13, 2013 | Annual Scale Rally | Fun Fly | 1 Day | FOREST LAKESIDE FLYERS | Main Club Field | Stuart Schroeder | 191 Collingwood St. Sarnia, Ontario | 519-344-1253 | [stuart.schroeder@distributel.net](mailto:stuart.schroeder@distributel.net) | Saturday July 13, 2013- Forest Lakeside Flyers Annual Scale Rally at their club field, west off Hwy #21 on the Proof Line Road approx 4 Km north of Forest Ontario. Refreshments available, great flying site, lots of visitors, no fees. Flying 9 am til 4 pm. Rain Date: Sunday July 14th. Contact: Stuart Schroeder 519-236-4243 | 2013-48

July 13, 2013 | Annual FunFly | Fun Fly | 1 Day | OWEN SOUND BARNSTORMERS

R/C MODEL FLYING CLUB | Main Club Field | Ken Robinson | 519-371-3457 | [ken.e.robinson@gmail.com](mailto:ken.e.robinson@gmail.com) | Come join the Owen Sound Barnstormer R/C club for our annual FunFly. All glow, gas, and electric 2013 Maac members welcome. Price is low (0), stress is low, but flying and networking opportunities are high. We'll have the barbeque ready and waiting for your food order. Bring your family and stop in on your way to Sauble Beach or the Bruce Peninsula. Make it a great weekend. 2013-3

July 19, 2013 | Warbirds and Classics Over Chatham | Air Show/Demo | 3 Days | CHATHAM AERONAUTS | Chatham Kent Municipal Airport | Same as above | 92 Garden Path Chatham, On N7L 5L6 | 519-352-6108 | [rcman@bell.net](mailto:rcman@bell.net) | The Chatham Aeronauts wish to announce that our annual Scale Fly-in (always scheduled on the 3rd full weekend of July) has undergone a new makeover and will now become Warbirds and Classics over Chatham. The event will be held July 19, 20, 21, 2013 at the Chatham-Kent Municipal Airport, 9:00 am to 5:00 pm on both paved and grass runways.. Registration is open to all classes of scale aircraft. All jets are welcome! Landing fee is \$10.00 preregistered before July 1, 2013, and \$15.00 at the event. Go to [www.chathamaeronauts.com](http://www.chathamaeronauts.com) to pre register, SEE NOTE BELOW. Payment by Pay Pal or cheque is available. This years Saturday night get together will be hosted by Blazing BBQ and will feature BBD'd ribs and chicken and sides, tickets will be \$20.00. Prize draws will be held during the Saturday BBQ. For more information, contact Cliff Russell at 519-352-6108 or email at [rcman@bell.net](mailto:rcman@bell.net) See you there. Charging and overnight storage is available as well as on site primitive camping. MAAC/AMA membership is required for all fliers. NOTE THERE WILL BE A SPECIAL PRIZE FOR ALL ENTRANTS WHO PRE REGISTER AND PRE PAY REGISTRATION, BUT YOU MUST DO THIS BY JULY 1 2013 TO QUALIFY! | 2013-57

July 27, 2013 | Wingham Jet Rally | Fun Fly | 2 Days | WINGHAM JET CLUB | Main Club Field | Blair Howkins | 1182 The Grange Sideroad Caledon, Ontario. L7K 1G6 | 416-432-3871 | [blairnhowkins@atwork.ca](mailto:blairnhowkins@atwork.ca) | Wingham Jet Rally (RC Turbine and Electric engines), Richard W. LeVan Airport off highway 86 just south of Wingham. July 27 and 28, 2013. Start 9:00 am untill dusk. \$5.00 parking charge per car. Pilot registration \$50.00 includes dinner on Saturday July 27. | 2013-200

August 3, 2013 | Memorial Scale Rally | Fun Fly | 1 Day | BLUEWATER R/C FLYERS | Main Club Field | Paul Chitty | 5194918186 | [pchitty@cogeco.ca](mailto:pchitty@cogeco.ca) | Bluewater RC Flyers will once again be hosting the Memorial Scale Rally at the main club field on the August Civic holiday week end. Please come along and enjoy a day of fun, fellowship and flying from the great grass field. The field can accomodate most aircraft from small electrics to large jets, all are welcome. Food and raffles all day. There is primitive camping if you wish to stay overnight. There will be a \$5.00 a car parking donation to offset the event expenses Please con-

tact ED for further information | 2013-67

August 16, 2013 | RC Airshow and Fun Fly | Fun Fly | 3 Days | SKY HARBOUR MODELERS | Sky Harbour Municipal Airport | Jeff Squire | 11 Krohmer Drive Goderich, Ontario N7A 4G8 | 519-524-5241 | [jsquire@hurontel.on.ca](mailto:jsquire@hurontel.on.ca) | Sky Harbour Modelers and Kincardine Cloud-busters are co-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. Over 500 spectators attended in 2012. This year promises to be the best and most exciting yet for this 3rd annual event. Friday August 16th is a setup and test flight day. The model airshow and fun fly will take place on Saturday August 17th from 9am till 5pm and Sunday August 18th from 9am till 3pm. Mostly open flying times except for airshow which goes Saturday and Sunday from noon till 1pm. Great pilot prizes to be won and food available on site to purchase. Free overnight camping on site (no hookups) and also a block of limited hotel rooms at the luxurious Benmiller Inn are on reserve at a substantial discounted rate. Bring proof of valid MAAC. \$20 pilot entry fee for weekend - includes a free hot lunch for first 40 pilots to register for the weekend. \$10 entry fee for Sunday only. Contact Jeff Squire at [jeff\\_squire5@hotmail.com](mailto:jeff_squire5@hotmail.com) or 519-524-5241 for more info and to register. | 2013-163

September 7, 2013 | 60th ANNIVERSARY FUN FLY | Fun Fly | 1 Day | FOREST CITY FLYERS INC | Main Club Field | Eugene Kirk | 18-499Teepie Terrace London, ON N6J1T1 | 519-473-3946 | [jekirk@pppoe.ca](mailto:jekirk@pppoe.ca) | London Forest City Flyers 60Th Anniversary Fun Fly Saturday September 7, 2013 9.00 AM to 2.00 PM no entry fee, registered pilots receive a free drink & hamburger. Special guest and flying events | 2013-143

September 13, 2013 | Thunderthrust Over Chatham-Kent | Air Show/Demo | 3 Days | Chatham Kent Municipal Airport | CHATHAM AERONAUTS | Peter Doupnik | 519-791-5328 | [pdoupnik@gmail.com](mailto:pdoupnik@gmail.com) | Thunderthrust Over Chatham-Kent The Chatham Aeronauts wish to announce our first annual Thunderthrust Over Chatham-Kent. This three day event will be held on September 13,14,15, 2013 at the Chatham-Kent Municipal Airport, 9:00 am to 5:00 pm on both paved and grass runways. Registration is open to all classes of jet aircraft, turboprop airplanes and turbine helicopters. Landing fee is \$25.00 at the event. Go to [www.chathamaeronauts.com](http://www.chathamaeronauts.com) or [www.rcflightdeck.com](http://www.rcflightdeck.com) for more information. This years Saturday night get together will be hosted by Blazing BBQ and will feature BBD's ribs and chicken and sides, tickets will be \$20.00. Prize draws will be held during the Saturday BBQ. For more information, contact Peter Doupnik at 519-791-5328 or email at [pdoupnik@gmail.com](mailto:pdoupnik@gmail.com) Charging and overnight storage is available as well as on site primitive camping. MAAC/AMA membership is required for all fliers. | 2013-280

# Hobbyshops Canada

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