

Model Aviation

CANADA



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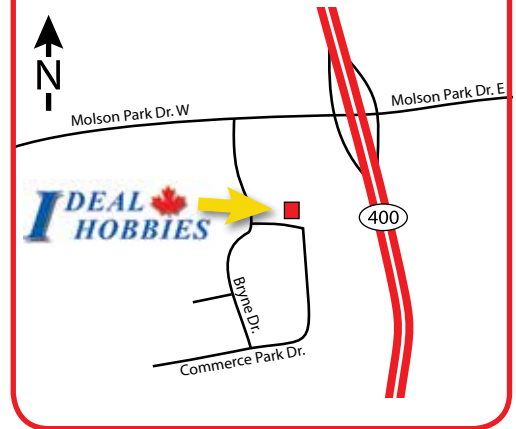
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In 1949, eleven enthusiastic modellers assembled to form an organization for those interested in model aviation. Their vision was for an association to officially represent the aircraft modeling fraternity in Canada. Today, MAAC has grown to a membership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

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Atlantic (B)

Regis Landry 8512L
 11665 Hwy 11, Pokemouche, NB E8P 1J4
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Bill Rollins 27460L
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St. Lawrence (J)

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 107 Cherrywood Drive
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 The MAAC office is open from 8:00 am to 4:30 pm Monday to Friday.
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Model Aviation

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Geoff Dryers poses with his electric powered 50% Clipped Wing Cub in the Hazel Sig colours. The model is scratch built, 180 inch span, and is powered by a Hacker A100-10 motor, 4x 6S 6000 mAh batteries (12S2P) Xoar 27x12 propeller, 7500 input Watts

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Editorial Department

editor@modelaviation.ca
Box 61061 Calgary, AB T2N 3P9
Ph 403-510-5689

Advertising

Keith Morison
adsales@modelaviation.ca

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

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President's Report



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

Another flying season will be well underway as you read this report. The MAAC community calendar is active across the country with many events planned. Some of these events are time-honoured traditions but also many are new, representing growth in both technology and demographics.

My wife Tina and I are eager to meet you all and plan to make it to as many events as time, weather and travel schedule will allow. Above all else, have a fun flying season in 2013 and please keep your safety and that of your fellow flyers and surrounding communities first and foremost in your minds.

I struggle to make sense of where the time has gone since my last report to you. I mentioned that the 2013 AGM would not be forgotten, and indeed it has not.

The MAAC Leadership team has been working diligently and effectively to capitalize on the lessons learned from the AGM and is moving ahead with critical changes in the way we operate your organization.

I think it important to point out that your MAAC Leadership team remains a group of highly motivated individuals, with varying backgrounds, perspectives and skills sets who are passionate about flying and committed to the betterment of both the hobby and the MAAC organization which supports and represents it. This team continues to invest their time and energy toward implementing the great discussions, ideas and commitments which arose from this year's AGM.

In my view, this team continues to work effectively, with more focus and diligence than any I have been associated with before. They have earned my com-

plete respect for their devotion, contributions and accomplishments, and I sincerely hope they shall earn yours as well.

Over the few years that we have been working with Subject Matter Experts, we recognize that asking for help and receiving good coaching is both necessary for the strength and performance of the team as well as for the overall good of the organization.

In my last report, I briefly touched on the change in leadership approach, from agenda to plan driven. These were not idle words but formed the basis of a team-wide commitment to management reform and I am pleased and proud to report on the progress made since my last report.

Your Leadership team has focused on the Vision statement: 'Join MAAC Because You Want To' and has now formulated a Mission statement of: Model Aeronautics Association of Canada is dedicated to serving all aspects of modeling through National leadership by encouraging individual, family, and community participation, and promoting high standards of safety and personal fulfillment.

In order to position the organization to make that Vision a reality, we are now in the process of developing prioritized goals and a supportive action plan which will begin the process.

I feel it is important to remind you that your Zone Directors represent you on the Leadership team, on the Board and, in some cases, also on the Executive. To truly achieve the Vision, we now realize that our Mission, its plan, goals and actions must align with the needs and ambitions of the general membership as well as technology and product interests which support and drive the hobby around the globe.

As I touched on earlier in this report, your Leadership team has learned valu-

able lessons around input and coaching and now fully recognizes how seeking involvement from our membership will allow direct feedback and further strengthen alignment with the needs of the general membership.

I am extremely pleased to report that several SMEs have come forward with indications of their areas of expertise and offer of assistance if and when needed... I could not be more proud of the MAAC community and thank you all, in advance, for helping your Leadership team.

Each member can play an active part as the organization moves forward... your Zone Director will be seeking out and counting on your active support to execute the Mission as we move toward realizing the Vision.

Lastly, I would like to mention another critical element we're working on: that of communication. There are significant changes in the way and speed with which we're leading, planning and moving the organization forward. We're working on a multitude of fronts to develop a communication method that will have a goal of ensuring you are all informed to the point where you feel involved and will easily recognize opportunities to participate if/as your skill set supports. This is still a work in process, and getting the right balance at a reasonable cost will take some time to accomplish.

That stated, however, the personal commitment I made to each when I took on this role, temporarily in December 2012, now carries on into my tenure as elected President of MAAC: I shall strive, with the help and support of our Leadership team and the greater MAAC Community, to ensure that communications are informative, transparent, timely and consistent.

Have a safe and enjoyable flying season and I hope to see you out there! ✈

Mot du président



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

Une autre saison de vol battra déjà son plein au moment où vous lirez ce rapport. Le calendrier communautaire du MAAC est très chargé partout au pays; plusieurs

activités sont déjà planifiées. Certaines d'entre elles sont devenues une tradition depuis belle lurette mais plusieurs sont nouvelles, ce qui représente une croissance en technologie et en démographie.

Ma femme Tina et moi-même avons hâte de vous rencontrer et nous avons l'intention de nous rendre à autant de

rassemblements que possible selon ce que nous permettra le temps, la météo et notre horaire de voyage. Surtout, passez une bonne saison de vol en 2013 et veuillez garder en tête que vous devez vous adonner à vos activités en toute sécurité, la vôtre et celle de vos collègues ainsi que

suite à la page 6

les communautés environnantes.

J'essaie encore de comprendre où est passé le temps depuis mon dernier compte-rendu. J'avais mentionné que l'Assemblée générale annuelle (AGA) ne serait pas oubliée de sitôt en 2013 et c'est bien le cas.

L'équipe de Leadership du MAAC a travaillé ferme et efficacement afin de capitaliser sur les leçons apprises à l'AGA; nous allons de l'avant et instaurons des changements critiques quant à la façon dont votre organisme fonctionne.

Je crois que c'est important de souligner que l'équipe de Leadership du MAAC demeure un groupe de personnes très motivées et qui proviennent de toutes sortes de milieu, de perspectives différentes et d'aptitudes acquises; nous sommes toutes des personnes que le vol passionne et nous sommes engagées à améliorer tant notre passe-temps que l'organisme chargé de le représenter, le MAAC. Les membres de cette équipe continuent d'investir de leur temps et de leur énergie afin de mettre en oeuvre de grandes discussions, des idées et leur engagement, tout cela découlant de l'AGA de cette année.

D'après moi, cette continue de travailler efficacement tout en mettant l'accent et en appliquant leurs efforts encore plus fort que ce que j'ai connu avec les équipes du passé. Ces membres (qui siègent au Conseil de direction) ont mérité mon plus grand respect pour le dévouement, leurs contributions et leurs accomplissements et j'espère sincèrement qu'ils mériteront le vôtre aussi.

Depuis quelques brèves années, nous travaillons avec des spécialistes en la matière et nous nous sommes aperçus que de demander de l'aide ainsi et que de recevoir de bons conseils, c'est nécessaire pour reprendre des forces et améliorer le rendement de l'équipe et cela ne nuit certainement pas à l'organisme.

Dans mon dernier rapport, j'ai brièvement fait allusion au changement dans l'approche de leadership; nous passons d'un désir de faire avancer un ordre du jour au désir de faire progresser un plan. Ce ne sont pas des vœux pieux; cela constitue la base d'un engagement de l'équipe entière à se lancer dans une réforme de la gestion et j'ai le plaisir -- et je suis tout aussi fier -- de vous rapporter le progrès accompli depuis mon dernier rapport.

Votre équipe de Leadership se concentre sur l'énoncé de vision suivant :

«Faites partie du MAAC parce que vous le voulez.» Un énoncé de mission a d'ailleurs été formulé : Les Modélistes aéronautiques associés du Canada se voue à servir toutes les facettes du modélisme en assurant un leadership national et en encourageant la participation de personnes, de familles et de la communauté, en plus de faire la promotion de normes élevées de sécurité et d'accomplissement personnel.

Histoire de positionner l'organisme de sorte à ce que cette vision devienne réalité, nous sommes en train de prioriser certains objectifs et de concevoir un plan d'action en appui à ces objectifs, de sorte à entamer le processus.

Je crois qu'il est important de vous rappeler que vos directeurs de zone vous représentent au sein de l'équipe de Leadership, au sein du Conseil de direction et en certains cas, aussi au sein de l'exécutif. Si nous voulons véritablement atteindre notre vision, nous nous apercevons maintenant que notre mission, son plan, ses objectifs et actions à entreprendre doivent s'aligner, pour ainsi dire, sur les besoins et les ambitions des membres, en plus des intérêts technologiques et de produits commerciaux qui appuient et qui mènent notre passe-temps, partout sur le globe.

Je l'ai mentionné plus tôt : votre équipe de Leadership a appris de bien bonnes leçons sur les commentaires reçus et en matière de conseils et elle reconnaît maintenant qu'en cherchant à engendrer la participation des membres, elle obtiendra des réactions et commentaires, ce qui améliorera notre approche afin de répondre aux besoins du membership.

Il me fait très plaisir de vous rapporter que plusieurs PME se sont manifestées et leurs dirigeants ont indiqué leur secteur d'activité et nous ont offert leur aide, si -- et quand -- nous en avons besoin... Je suis tellement fier de la communauté du MAAC et je vous remercie tous à l'avance d'aider ainsi l'équipe de leadership.

Chaque membre peut ainsi jouer un rôle actif afin d'aider l'organisme à aller de l'avant... Votre directeur de zone partira à votre recherche et vous demandera de l'appuyer activement afin de réaliser la mission, vers notre vision.

En dernier lieu, j'aimerais mentionner cet autre élément critique sur lequel nous travaillons : la communication. Nous apportons des changements très importants dans la façon et la vitesse à lesquelles nous nous dirigeons vers cela.

Nous travaillons sur plusieurs fronts afin de développer une méthode de communication qui fera en sorte que vous serez tous informés, à tel point que vous y verrez peut-être une occasion de participer, selon votre domaine d'expertise. C'est encore quelque chose de devenir et, bien sûr, cela exigera du temps, un peu de déboursé et de l'équilibre afin d'accomplir tout cela.

Ceci dit, toutefois, l'engagement personnel que j'ai pris auprès de tout le monde lorsque j'ai assumé ce rôle -- temporairement en décembre 2012 -- se poursuit maintenant que mon mandat est devenu la présidence du MAAC : grâce à l'aide et à l'appui de l'équipe de Leadership et de la grande communauté du MAAC, je tenterai de faire en sorte que les communications soient à-propos, transparentes, ponctuelles et uniformes.

Passez une bien belle saison de vol -- en toute sécurité -- et j'espère vous voir... à quelque part! ✈



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 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.

THOMAS HAMMOND
MAY 1, 1924 TO
SEPTEMBER 21, 2012



Tom joined the Radio Control Flying Club of B.C. in 1986 and became President in 1990. The club was, at the time, the biggest in Canada with well over 400 members and therefore the organizational workload was immense. Tom served terms in most executive positions for many years after.

He was a great instructor and taught many of us to fly and represented the modeling fraternity by flying in countless full scale air shows with his giant scale Vaillancourt Hurricane.

Tom founded IMAA Chapter 540, which is still very active today and held annual Big Birds events near Logan Lake every summer and at Fry's Corner and in Chilliwack over the years.

Tom was kind thoughtful and hardworking and was loved and respected by all who knew him. He was a great ambassador for RCFCBC and the hobby both in Canada and the USA. We are missing him greatly.

WERNER KLEBERT
1935 - 2013

It is with great sadness that we report that Werner Klebert passed away on March 8th at St Peter's Hospital in Hamilton.

Werner a member of the Canadian Model Aerotow Society (CMAS) and a member of Southern Ontario Glider Group (SOGGI) for many years. Werner had been able to finish his latest 2M model to be donated to the club for a raffle to generate funds for SOGGI before he was hospitalized.

A fierce competitor, an extraordinary tactician Werner raised the level of contests to challenge experts and novice alike. His knowledge and expertise were shared freely and his historical recall of past events was amazing.

Werner was a superb builder of planes, 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.



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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
ON, NB, NL			
Open Member (Includes Magazine) <i>(18 years or over as of Jan 1)</i>	\$90.40	\$90.40	\$244.08 <i>(CDN residents only)</i>
Junior Member (No Magazine) <i>(Under 18 years as of Jan. 1)</i>	\$11.30	\$11.30	N/A
Junior Member (Includes Magazine)	\$23.73	\$23.73	N/A
BC			
Open Member (Includes Magazine) <i>(18 years or over as of Jan 1)</i>	\$89.60	\$89.60	\$241.92 <i>(CDN residents only)</i>
Junior Member (No Magazine) <i>(Under 18 years as of Jan. 1)</i>	\$11.20	\$11.20	N/A
Junior Member (Includes Magazine)	\$23.52	\$23.52	N/A
NS			
Open Member (Includes Magazine) <i>(18 years or over as of Jan 1)</i>	\$92.00	\$92.00	\$248.40 <i>(CDN residents only)</i>
Junior Member (No Magazine) <i>(Under 18 years as of Jan. 1)</i>	\$11.50	\$11.50	N/A
Junior Member (Includes Magazine)	\$24.15	\$24.15	N/A
PE, QC, MB, SK, AB, NT, YT, NU			
Open Member (Includes Magazine) <i>(18 years or over as of Jan 1)</i>	\$84.00	\$84.00	\$226.80 <i>(CDN residents only)</i>
Junior Member (No Magazine) <i>(Under 18 years as of Jan. 1)</i>	\$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 **Emploi** _____
 Date de naissance: / / Langue A F
 mois jour année
 La demande de cette information est pour fins démographiques puisque notre Association, est gérée par des bénévoles et nous pouvons à l'occasion nous référer à l'information fournie par nos membres, pour demander de l'aide.
 Si vous ne désirez pas être contacté, ne remplissez pas la section "Emploi"

Date de naissance requise pour vérification, renseignements confidentiels

Nom : _____
 Prenom 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)
ON, NB, NL			
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
BC			
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
NS			
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
PE, QC, MB, SK, AB, NT, YT, NU			
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)



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

Having just bid goodbye to an extended building season (winter), I must say it is great to visit a flying field and see green grass and models landing on wheels instead of skis. Our zone is preparing for a busy season in all disciplines. As of the beginning of May, there are 37 pending events around the province, from members taking part in their community annual parades, to float flying events, various competitions, public oriented airshows and just plain Fun Flies.

On May 4, I attended the annual auction hosted by the Central Alberta Radio Fun Flyers (Red Deer). This event is a great place to renew acquaintances, meet new friends and watch anxious modelers, both buyers and sellers, suffering from 'auction fever.' I had the pleasure of presenting Wayne Hutmacher # 35642L with his well earned Leader Member certificate. Wayne has worked long and hard to promote MAAC, the hobby in general and CARFF in particular. Congratulations, Wayne.

Our Annual Zone meeting is scheduled for the 20th of October 2013, at the CARFF clubhouse at Red Deer (see the website event listings.) The agenda for the meeting will be published in the September issue of Model Aviation Canada and amendments may be posted on the website as zone news.

If anyone has anything to add to the agenda, please let me know. I can't prepare an agenda of items of interest and



Wayne Hutmacher # 35426L, left, receives Leader Member Certificate from ZD Don McGowan. / Wayne Hutmacher (# 35426L) (à g.) reçoit son certificat de membre Leader des mains du directeur de zone Don McGowan.

concern to our membership without input from others.

Don't forget that the Deputy ZD position will be up for election this year and to be considered for the position, a 30-day written notice to me and our head office must be provided.

As I, my deputy, and assistants visit various events across the province, we will be asking for proxies from those of you who cannot attend the zone meeting. The reason for this is that zone business dealing with decisions on the various recommendations and resolutions that may be brought forward cannot be conducted unless at least 5% of our zone membership is represented either by physi-

cal presence or by proxy. You may name me or any other member you choose who will be able to attend the meeting as your proxy holder. If there are duplicate proxies, the most recent will apply.

A proxy can be withdrawn if after signing one, it turns out that you can attend the meeting. Don't forget that refreshments and door prizes will be provided at the meeting.

I intend on visiting a number of flying fields and events over the summer, and to meet with as many of you as possible. I wish you all an enjoyable summer, and may your hangars still be full in September. ✪

Alberta (A)



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

Je viens de dire au revoir à une saison de construction prolongée (hiver) et je dois dire que c'est magnifique de rendre visite à un terrain de vol et de voir la pelouse verte et des maquettes qui atterrissent sur roues plutôt que sur skis. Notre zone se prépare à vivre une saison très occupée en toutes les disciplines. En date du début mai, 37 rassemblements étaient inscrits ça et là en province : des

membres allaient participer à un défilé communautaire, d'autres allaient prendre part à des Float-flies, les concours allaient bon train, certains spectacles aériens étaient prévus pour le public tandis que certains clubs organisaient déjà des Fun-flies.

Le 4 mai, je me suis rendu à la vente aux enchères annuelle qu'organisent les Central Alberta Radio Fun Fliers (de Red Deer). Cette vente est le lieu idéal où on peut reprendre contact avec des amis et s'en faire de nouveaux. On peut aussi observer des modélistes nerveux (ache-

teurs comme vendeurs) qui souffrent de la fièvre des enchères. Il m'a fait très plaisir de remettre le certificat de membre Leader à Wayne Hutmacher (35642L). Wayne a travaillé d'arrache-pied à la promotion du MAAC, de notre passe-temps en général et du CARFF en particulier. Félicitations, Wayne.

Notre Assemblée générale de zone est prévue pour le 20 octobre 2013 au clubhouse du CARFF, à Red Deer (consultez la section des événements au site Web). L'ordre du jour de la rencontre sera pu-

suite à la page 13

Atlantic (B)



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

Hello everyone.

As I am writing this, it's almost mid-May and the weather has been nice and the summer schedule looks busy with an event almost every weekend until October. I hope that we will have another summer with good flying weather so we can make the most of the events being held for us.

By the time you get this, many events like Margaree and the Warbird Fun Fly have happened and I hope that they were all good.

So far this year, 28 of the 31 clubs in the zone have completed their club regis-

tration -- very early in the season compared to previous years. As for membership in the zone, it's about average at about 550 and it goes up to around 600 by the end of the season.

I did not get much time to put something together for this month's article but in the future, if you have anything that can be used such as an article and or photos, that would very interesting to know what is going on in your area. Since we have four provinces to cover, I can certainly appreciate any help that you can submit.

In the last month, we have lost two modellers who enjoyed the hobby and were very passionate about it, even if we did not get to see them much in the last few years, mainly due to health reasons

or other commitments. David Kearnes, from Bathurst, liked to build and fly sport and aerobatic airplanes like the Morrissey Bravo, Pitts Special, Cubs and Cessna. Even if he was not flying in the last few years, he still enjoyed watching them fly at air shows and Fun Flies.

Fred Coyle from Moncton loved to build and fly warbirds like the Spitfire and the Sea Fury; he loved to fly at high speed and put them through their paces. Both of them will certainly be missed and on behalf of all the members, our sincere condolences goes out to Dave and Fred's families and friends.

I hope that everyone has a great summer of flying. ✈

Atlantique (B)



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

Bonjour, tout le monde.

Au moment où j'écris ceci, nous sommes presque rendus à la mi-mai et la météo est belle et de plus, l'horaire de l'été s'annonce chargé puisqu'il se déroule quelque chose jusqu'en octobre. J'espère que nous passerons un autre bel été avec une météo de vol clémente de sorte à ce que nous profitons d'autant de rassemblements que possible, des rencontres qui sont organisées pour nous.

Lorsque vous lirez ces lignes, plusieurs événements comme ceux de Margaree et le Warbird Fun Fly auront déjà eu lieu. J'espère qu'ils se sont bien passés.

Jusqu'à maintenant cette année 28 des 31 clubs ont renouvelé leur inscription -- c'est tôt en saison comparé aux années précédentes. Quant au membership au sein de la zone, il est dans la moyenne avec 500; ce chiffre devrait grimper à environ 600 d'ici la fin de la saison.

Je n'ai pas eu beaucoup de temps pour assembler du matériel de chronique ce mois-ci, mais à l'avenir, si vous voulez faire paraître quelque chose comme

un article ou des photos, nous aimerions bien savoir ce qui se passe dans votre région. Puisque nous couvrons quatre provinces, j'apprécierais certainement toute contribution.

Au cours du dernier mois, nous avons perdu deux modélistes qui aimaient passionnément notre passe-temps et bien que nous ne les ayons pas vus aussi souvent ces dernières années -- surtout en raison d'ennuis de santé ou d'autres engagements. David Kearnes (de Bathurst) aimait construire et piloter des avions sportifs et acrobatiques comme le Morrissey Bravo, Pitts Special, Cubs et Cessna. Même s'il ne pilotait plus beaucoup ces dernières années, il aimait voir voler des maquettes lors de spectacles aériens et Funflies.

Fred Coyle (de Moncton) adorait construire et piloter des avions de guerre comme le Spitfire et le Sea Fury; il aimait beaucoup faire voler ses maquettes à grande vitesse et les faire exécuter toutes les manœuvres possibles. Nous allons beaucoup nous ennuyer d'eux et au nom des membres, je transmets mes sincères condoléances aux familles et amis de Dave et Fred.

J'espère que tout le monde connaîtra une excellente saison de vol. ✈

Alberta

suite de la page 12

blié dans le numéro de septembre de Model Aviation Canada et les modifications pourraient être affichées au site Web à titre de nouvelles de la zone.

Si quelqu'un voulait ajouter quelque chose à cet ordre du jour, veuillez m'en aviser. Je ne peux préparer un ordre du jour qui traite des intérêts ou inquiétudes de nos membres sans entendre parler d'eux.

N'oubliez pas que le poste d'assistant directeur de zone est libre, cette année et que si vous voulez être considéré, vous devez faire parvenir un avis à cet effet à moi et au siège du MAAC 30 jours avant l'assemblée.

À mesure que moi-même, mon adjoint et mes assistants visitons divers rassemblements à travers la province, nous vous demandons des votes par procuration si vous n'êtes pas en mesure de vous rendre à la réunion

de zone. La raison : on ne peut traiter des affaires et de prendre des décisions sur les recommandations et résolutions sans compter sur au moins 5 % du membership de la zone (en personne ou par procuration). Vous pouvez me nommer ou tout autre membre qui, lui, peut se rendre à la réunion. Si des votes par procuration s'avèrent des duplicata, le plus récent sera utilisé.

Un vote par procuration peut être retiré si, après en avoir signé un, vous pouvez en fin de compte tout de même aller à la réunion. N'oubliez pas que nous offrirons des rafraîchissements et des prix de présence.

J'ai l'intention de rendre visite à plusieurs terrains de vol au cours de l'été et de rencontrer autant de membres que possible. Je vous souhaite tous un été agréable... et que vos hangars soient encore bien garnis en septembre. ✈

British Columbia (C)



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

We're seeing some of the highest fuel prices in Zone C that I have ever witnessed, nearly \$1.50/litre. Couple this with less than predictable weather patterns and what do you get? A guy that's no longer upset that he never got his winter build finished.

Despite the above, activities throughout our zone have generated positive comments. I don't think it would be wise of us to use the past few months to benchmark from.

We are seeing some growth in Zone C's clubs; we have 30 clubs registered with two more on the horizon. The most recent is the Kettle River Model Flyers in the Christian Valley.

Many of you will remember Willie Hansinger and his beautiful flying field. He has hosted Fun Flies in the past with community support including full-scale fly-bys, candy drops and parachute jumpers. Willy was in a terrible accident a few years back. He says: " Good health and renewed interest in his area



Vernon R/C Aeromodeler Rob Brown standing proud with his 30-foot sailplane prior to the maiden flight. / Rob Brown, des Vernon R/C Aeromodelers, pose fièrement avec son planeur d'une envergure de 30 pieds avant le premier vol de celui-ci.

has prompted the re-sanctioning of their field." The Kettle River Model Flyers are hosting their Fun Fly on Saturday, July 27. Welcome back, Willie!

We are continuing to only maintain our membership numbers! Clearly, we can see the demographics are not in our favour when you look around at the events. Our Zone currently has 612 members. This is down from 622 at the same time last year. That isn't bad; however, of the 612, we have 333 open members, 246 Senior Members and only 33 junior

members. An alarming concern is our ability to continually only maintain our membership base despite the amount of interest.

Over 20% of our members are new to MAAC over the past couple of years. This means our turn-over is quite high. If we could get a clearer understanding why our membership base fluctuates so much, we could harness some positive growth!

See you on the flight line! ✈

Colombie-Britannique (C)



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

Le prix de l'essence est probablement le plus élevé dans le territoire géographique de la zone C, à presque 1,50 \$ le litre. Ajoutez à cela une météo capricieuse et qu'obtenez-vous? Un gars qui n'est pas trop contrarié de n'avoir pu terminer son projet hivernal.

En dépit de ce que je viens de décrire, les activités au sein de la zone ont donné lieu à des commentaires positifs. Je ne crois pas qu'il serait sage de ne se fier qu'aux derniers mois.

Nous avons assisté à une certaine croissance du nombre de clubs au sein de la zone; nous comptons 30 clubs inscrits et deux autres sont en formation. Le plus récent, ce sont les Kettle River Model Flyers à Christian Valley.

Plusieurs d'entre vous se souviendront de Willie Hansinger et de son magnifique terrain bien entretenu. Il a été l'hôte de plusieurs Fun-flies et a bénéficié de beau-

coup d'appui communautaire en plus d'avoir organisé des passages d'appareils à l'échelle réelle, des largages de friandises et de parachutistes. Willy a été victime d'un terrible accident, voilà quelques années. Il écrit : « Une bonne santé et un intérêt renouvelé pour le vol dans cette région a entraîné la nouvelle accréditation du terrain. » Les Kettle River Model Flyers sont l'hôte d'un Fun-fly, le samedi 27 juillet. Bon retour, Willie!

Nous continuons de tout juste parvenir à maintenir le nombre de membres! Il est clair que la démographie ne joue pas en notre faveur lorsque vous jetez un coup d'oeil aux modélistes aux divers rassemblements. Notre zone compte présentement 612 membres. Nous étions 622 l'année dernière. Ce n'est pas mauvais; toutefois, des 612 membres, 333 d'entre eux sont des membres réguliers, 246 sont des aînés et seuls 33 sont des membres cadets. Nous devons trouver une façon de maintenir notre base de membres en dépit du manque d'intérêt.

Plus de 20 % de nos membres sont

nouvellement arrivés au sein du MAAC, ces dernières années. Ceci signifie que notre taux de roulement est élevé. Si nous pouvions savoir pourquoi le nombre de membres fluctue tant, nous pourrions lancer une période de croissance!

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



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Manitoba and North Western Ontario (D)



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

Some of us tend to suffer from the Gol-dilocks's syndrome. We convince ourselves the weather is either too hot or too cold. Many also suffer from the onset of fading recall. Or maybe, it is just me.

A case in point - it is a hot sultry summer evening, with no breeze at the airfield. The swallows and the fly catchers are busy reducing the bug population. The memories of the winter flying season have faded away.

Forgotten are the long underwear, woollen socks, the -40C Skidoo boots, the insulated pullover pants that are layered over the heavy duty woollen bush pants, the thick wool shirt, the eiderdown vest under the arctic combat parka, the sheep skin trapper's hat pulled fully down, the gauntlet mitts worn over the leather gloves, the -20 C temps, the 20 Km winds gusting to 40 Km and the wind devils swirling snow across the lake, like a small tornado.

Your fellow pilots all looked like penguins, minus the tuxedos, standing on the ice near the 45 gallon charcoal BBQ feasting heavily on hot dogs, chilli and lots of hot coffee. Snow squalls blow thru while you are preheating the glow



engine, which is wrapped in aluminum foil. The flight duration is determined by the number of seconds before the fingers become numb, not by the volume of fuel consumed or the electrons remaining in a battery.

I for one, am not going to complain about the heat, nor am I going to miss

one minute at the airfield even if it is hot and windy. I can always sit under the sunshade. Here is a picture to refresh your memory of winter flying activities. Note the red winter cowl blanket on Bill Brisson's bush plane. ✈

Manitoba/Nord-ouest Ontario (D)



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

Certains d'entre nous avons tendance à souffrir d'un syndrome : nous aimons nous convaincre que la météo est soit trop chaude, soit trop froide. Plusieurs ont aussi une mémoire sélective. Peut-être suis-je le seul à penser cela.

Un exemple. La soirée estivale est chaude et il n'y a pas le moindre souffle au terrain de vol. Les oiseaux s'affairent à réduire la population d'insectes. Les souvenirs de la saison hivernale de vol sont loin derrière.

Nous avons oublié les «grandes combines», les bas de laine, les bottes de mo-

toneige pour les climats de -40 degrés, les pantalons isolés par-dessus des pantalons de brousse en laine, le gros chandail de laine, la veste de plumes sous la parka arctique, le chapeau de trappeur en peau de mouton jusqu'aux yeux, les grosses mitaines enfilées par-dessus les gants de cuir, le mercure à -20 degrés Celsius, les vents de 20 km/h avec rafales de 40 ainsi que les tornades de vent qui se déplacent sur la surface du lac gelé.

Vos collègues pilotes ressemblaient à des pingouins, le tuxedo en moins, en se tenant debout près du BBQ improvisé (un baril de 45 gallons) tandis qu'ils se gavaient de hot-dogs, de chili et de beaucoup de café chaud. Les rafales de neige soufflaient pendant que vous étiez en

train de faire chauffer votre moteur enveloppé dans du papier d'aluminium. Quant à la durée de vol, elle était déterminée par le nombre de secondes qui s'écoulaient avant que vos doigts ne s'engourdissent et non par le volume de carburant ou d'électrons dans les piles.

Je ne me plaindrai certainement pas de la chaleur, pas plus que je ne manquerai une séance de vol même s'il fait chaud ou qu'il vente. Je peux toujours m'asseoir à l'ombre. Voici une photo pour vous rappeler les activités hivernales. Notez la couverture rouge sur le capot moteur de l'avion de brousse de Bill Brisson. ✈

Middle (E)



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

I hope you have all started your flying season off with some great time at the field and that it continues through the summer!

I would just like to bring to your attention the following news bulletin that I have just received. It seems that we are continuing to see instances of model aircraft infringing on full-size airspace.

We are in a new era of RC models. With FPV, ARF RTF, BNF and the relatively economical start-up cost, it is easy to get into just about any aspect of the hobby. But, by not being sensible about where and how you enjoy the hobby, we risk losing our flying sites as well, or even the right to fly these marvels of technology.

We are not pointing the finger at anyone in particular, but some of our own members are doing this! As mentioned

many times before, please fly safely, have respect towards others and responsibility in what we are doing all the time.

In many cases, our models are anything but 'small toys.' Even electric aircraft, once lightweight and small, are right up there in size, weight and speed with their glow, gas and jet powered counterparts.

Please read the info below and think about what you are doing and if you would ever consider doing this. For one and all, please have a safe flying season and have respect for flying near to anyone or our airspace restrictions.

MAAC SAFETY BULLETIN MODEL AIRCRAFT ENCOUNTERED BY FULL-SCALE AIRCRAFT

"To all MAAC Members:

"There have been two more occurrences of full-scale aircraft encountering models at their altitude in airspace within a major aerodrome control zone. These were reported to MAAC by Trans-

port Canada and occurred in May 2013. Both models were encountered at or near the aerodrome traffic pattern altitude of 1,000 feet above ground.

"In one occurrence, the local police were dispatched and managed to locate the pilot flying the model. A follow-up investigation by MAAC confirmed that the pilot of the model was a MAAC member and the model was being flown from a MAAC registered club flying field. The Club executive has cancelled the pilot's membership. Transport Canada has been notified of this action.

"Lesson learned: We are being very closely watched by the full-scale aviation community, including regulatory agencies like Transport Canada and Nav Canada. Irresponsible actions by a few of our members can jeopardize the continued enjoyment of our hobby by the vast majority of our members who follow the rules. MAAC cannot allow this to happen."

Thanks and fly responsibly! ✈

Millieu (E)



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

J'espère que vous avez entamé votre saison de vol avec des séances au terrain et que cette routine se poursuivra au cours de l'été!

J'aimerais attirer votre attention vers ce bulletin que je viens de recevoir. Il semble que nous assistons à des épisodes de maquettes d'avion qui pénètrent l'espace aérien d'appareils à l'échelle réelle.

Nous sommes entrés dans une nouvelle ère de maquettes télécommandées. Maintenant que les maquettes de vol par immersion (FPV), presque prêtes à voler (ARF), prêtes à voler (RTF) et Bind and Fly sont disponibles, le coût de démarrage au sein de notre passe-temps est devenu plus abordable. Mais si nous n'agissons pas de façon responsable sur l'endroit et comment nous le pratiquons, nous pourrions aussi perdre nos terrains de vol et même notre droit de faire voler ces merveilles technologiques.

Nous ne montrons personne du doigt en particulier mais quelques-uns de nos membres se livrent à cette activité! Comme nous l'avons mentionné à plu-

sieurs reprises auparavant, veuillez piloter de façon sécuritaire mais respectez les autres et soyez responsables dans nos actions.

En plusieurs cas, nos maquettes sont loin d'être de petits jouets. Même les maquettes électriques, autrefois légères et petites, ont gonflé en dimension, poids et vitesse et elles n'ont rien à envier à leurs cousines au carburant.

Veuillez lire les renseignements plus bas et songez à ce que vous faites et si vous oseriez faire ceci. Avis à tout le monde : passez une saison de vol en sécurité et soyez respectueux des distances près de quiconque et de nos restrictions d'espace.

Bulletin de sécurité du MAAC
Des maquettes croisent de véritables avions

«À tous les membres du MAAC :

«Deux autres incidents d'avions à l'échelle réelle rencontrant des maquettes à la même altitude dans une zone d'aérodrome contrôlé ont été déplorés. Transports Canada ont les ont rapportés au MAAC en mai 2013. Les deux maquettes volaient dans ou non loin du circuit d'aérodrome à 1 000 pieds-sol.

«À une occasion, la police locale a été dépêchée sur les lieux et les officiers ont localisé le pilote de la maquette. Après une enquête de la part du MAAC, il a été confirmé que le pilote était un membre du MAAC et que la maquette volait depuis un club de maquettes dûment inscrit auprès du MAAC. L'exécutif du club a annulé l'adhésion du membre. Transports Canada a été informé de ce suivi.

«La leçon apprise : la communauté aéronautique canadienne nous surveille attentivement, y compris les agences comme Transports Canada et Nav Canada. Ces gestes irréfléchis de quelques-uns de nos membres pourraient menacer notre pratique du passe-temps, en particulier pour la majorité des membres qui, eux, adhèrent aux règlements. Le MAAC ne peut se permettre que ces situations se produisent.»

Merci et pilotez vos maquettes de façon responsable! ✈

Northern (F)



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

Complaining about the weather is a fruitless exercise at best but this spring can't be ignored and all our clubs are late when it comes to starting their flying season.

Fortunately, the first zone event this year is the third week of June, by which time our fields should be in good shape and some of the flying cobwebs blown out of our heads.

We have a full roster of Fun Flies, including the Zone Fly and the Great White North IMAC contest, so why not make the effort to attend one of these events away from your home club?

There is nothing like flying at new locations to improve your confidence and flying ability, in my opinion.

In honour of what appears to be his 100th column, following is a straight steal from 'Captain Crash' of our zone.

DRIBBLES FROM THE COCKPIT #100

By Captain Crash

"I went out to the scheduled work party today and the weather was total-ly against our field chairman as the fog and mist turned to a good, steady, grass growth-promoting rain.

"However, our chief was bent on repairing the crapper door with the help of a childhood friend and fellow air basher. Other intrepid workers were scurrying about amid the raindrops. I decided to retire to my basement and attempt another column, thus avoiding other less



Twelve year-old Amanda Jeffreys of the Soo Club. Amanda started regular flying last winter with indoor electric and has graduated to her "Blue Bomber" trainer which she will use to solo with this summer. / Amanda Jeffreys, âgée de 12 ans, du Soo Club. Elle s'est mise à piloter régulièrement l'hiver dernier à l'aide de maquettes électriques de vol intérieur et elle est maintenant passée au Blue Bomber, dont elle se servira pour effectuer son solo, cet été.

important chores. (I hope readers can realize the slight note of sarcasm)

"I have been a little wary about flying at the field, using yard work and other excuses not to risk a crash. I wonder if the indoor flying with blue things and the mayhem in the gym has not made me a bit gun shy? I must admit that I have been procrastinating about taking out the Twist but I am running out of excuses, so I hope to do it this week.

"While watching an episode of RC TV, there was an elderly gentleman explaining how he got into RC sailing. He said he had \$1200 invested in a Proctor kit that the wind caught and demolished it. He then turned to RC boating and ended up with a nice racing sloop.

"I found it interesting how many flyers have turned to sailing and the comparison of the mechanics of flight to flying and the action of wind on airfoils. We have a plethora of accessible ponds and lakes within the city limits, and that sets the mind to thinking.

"With the large amount of money invested in equipment that is out dated and not retrievable, I think I will stick to bashing the air in a three dimensional forum as opposed to land or sea.

"It was interesting to talk to Nick Rak who said RC TV would be making 26 shows this season as opposed to the usual 13 and it should start up in July. I'll have to set the pvr as soon as I can find out the start." ✈

Nord (F)



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

Se plaindre de la météo ne servirait absolument à rien mais on ne peut ignorer le temps qu'il a fait ce printemps : il me semble que tous les clubs entament tardivement leur saison de vol.

Heureusement, le premier rassemblement au sein de la zone se déroule la troisième semaine de juin; d'ici là, nos terrains de vol devraient être en meilleur état et nous aurons repris notre pilotage afin de ne pas être trop «rouillés».

Nous avons une gamme de Fun-flies en liste, y compris le Zone Fly et le concours Great White North IMAC. Pourquoi ne pas faire un effort et vous rendre à l'un de ces rassemblements?

D'après moi, il n'y a rien de mieux que de piloter sa maquette en de nouveaux lieux afin de perfectionner le pilotage.

Afin d'honorer ce qui semble être sa 100e chronique, voici un texte directement emprunté du Captain Crash de notre zone.

Amusez-vous, en toute sécurité.

BRIBES EN DIRECT DU COCKPIT #100

par Captain Crash

«Je me suis déplacé à la corvée de travaux au terrain aujourd'hui et la météo s'est entièrement liguée contre notre président du comité d'entretien puisque le brouillard et la bruine se sont transformés en une pluie qui ne peut que bien faire pousser le gazon.

«Toutefois, notre chef voulait absolument faire réparer la porte de la toilette en compagnie d'un ami d'enfance et collègue pilote. D'autres travailleurs intrépides s'activaient dans la pluie. J'ai déci-

suite à la page 22

UPPER CANADA FUN FLY

AUGUST 3 & 4 2013

Contacts:

Chris Malcomson

613-206-3433

chris.mireille@cogeco.ca

Details @ www.bmaclub.ca

9 AM START

\$100's in Raffle Prizes
Lunch & dinner on site
\$20.00 pilot fee
MAAC or AMA
required

- Spectators
welcome
- Help support
the Food Bank

Space on site for
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goto - www.arccclub.com for directions

[c] 2009 - Simon Nadler

Bring night flyers



Ottawa Valley (G)



Christopher Malcomson 29478
Zone Director
613-206-3433 zdg@maac.ca

The changing of the guard is official!
As many of you already know, Claude Melbourne is no longer our Zone G Director since becoming the President of MAAC. As the deputy, I have the privilege of taking on that role for the remain-

der of his term.
Sometimes, certain acts are hard to follow, and this is certainly the case for Claude.
I think of Coke when they came out with the new Coke and then back to Coke Classic. Not such a great change. Then, there was the Tonight show. Everybody loved Johnny Carson, but Jay Lenno does a pretty good job, too.

Claude did an great job as Zone Director and my goal is to run the zone in a similar fashion. Hopefully, I can be the Lenno to his Carson.
I look forward to the fun and fellowship that I experience everywhere I go in the Zone. Don't forget to check out the info on the Zone Fun Fly. ✈

Vallée de l'Outaouais (G)



Claude Melbourne 58082L
Directeur de zone
613-206-3433 zdg@maac.ca

Le changement de la garde est officiel!
Comme plusieurs d'entre vous le savent déjà, Claude Melbourne n'est plus le directeur de la zone G depuis qu'il a accédé à la présidence du MAAC. À titre d'ad-joint, j'ai le privilège de prendre la relève pour le reste de son mandat.

Parfois, il est difficile de suivre dans les traces de quelqu'un et c'est certainement le cas pour Claude.

Je songe à Coke lorsque le Nouveau Coke a été lancé; les dirigeants ont été obligés de revenir au Coke classique. Le changement n'a pas rapporté. Ensuite, il y a eu le Tonight Show. Tout le monde adorait Johnny Carson, mais Jay Lenno fait aussi du bon travail.

Claude a effectué de l'excellent travail à titre de directeur de zone et mon but, c'est de gérer la zone de façon semblable. Avec un peu de chance, je serai le Lenno et lui, le Carson.

J'ai hâte de revivre le plaisir et la camaraderie que j'ai ressentis partout où je me déplace au sein de la zone. N'oubliez pas de vérifier les renseignements sur le Fun-fly de la zone. ✈



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

L'Assemblée générale annuelle 2013 du MAAC s'est très bien déroulée à Saskatoon, grâce à l'appui du Saskatoon Hub City Radio Control Club, dont les membres ont abattu la quantité de travail nécessaire afin d'assurer le fonctionnement de l'AGA.

Duncan Campbell, directeur adjoint de zone, mérite un merci particulier de la part de nous tous pour son travail d'organisateur de l'AGA; il s'est occupé de tous les détails. J'aimerais aussi remercier tous les membres de clubs locaux qui se sont présentés et qui ont montré leur appui du MAAC, sans oublier qu'ils ont fait part de leurs inquiétudes lors de l'AGA. C'est la meilleure participation que j'aie vue jusqu'à maintenant.

L'un des points forts pour moi, c'était que le Conseil de direction a décidé d'utiliser le legs de 100 000 \$ du regretté Jack McGillivray afin de créer la Bourse commémorative Jack-McGillivray des Modélistes aéronautiques associés du Canada. Cette bourse de 5 000 \$ remplacera l'actuelle bourse de 1 500 \$. Ce legs de M. McGillivray sera placé dans un fonds de certificat de placement garanti et l'intérêt accumulé sera agrémenté de la somme nécessaire pour constituer la bourse de 5 000 \$. Le Conseil de direction était d'avis que c'était la meilleure façon de s'assurer que le legs de Jack ne serait ainsi pas oublié de sitôt.

Les conférences téléphoniques du Conseil de direction que nous avons eues à plusieurs reprises dans les deux semaines qui ont précédé l'AGA nous ont permis d'abattre beaucoup de travail qui était normalement traité à l'AGA. Ceci a permis au Conseil de direction de se concentrer sur l'élaboration d'un plan d'affaires. Celui-ci, une fois complété, permettra au Conseil de direction d'aller de l'avant de façon unifiée. Notre gourou, facilitateur ou expert en la matière ainsi que pilote modéliste Geoff Strotman (de la zone G, de la Vallée de l'Oustaouais) a offert ses connaissances bénévolement afin de guider et d'éduquer le Conseil de direction à travers ce processus. Nous devons beaucoup à Geoff pour sa patience lorsqu'il attendait que le Conseil de direction s'aligne dans cette direction.

Personnellement, c'est une leçon d'humilité que de se rendre compte qu'on tâtonnait dans le noir en essayant d'accomplir quelque chose, sans pour autant remporter de succès. Et lorsque vous bénéficiez d'un peu d'aide de la part de quelqu'un comme Geoff et que vos collègues au sein du Conseil de direction acceptent de suivre la mouvance, vous obtenez une voie de sortie qui permet à ce groupe de viser des objectifs, de les faire avancer de façon organisée et prioritaire, le tout basé sur la vision et l'énoncé de mission du MAAC... pour ensuite les atteindre.

Notre énoncé de vision, c'est : Adhère au MAAC parce que vous le voulez.

Notre énoncé de mission, c'est : Les Modélistes aéronautiques associés du Canada est voué à servir tous les volets du modélisme par le biais d'un leadership national en encourageant la participation individuelle, familiale et communautaire et en faisant la promotion de normes élevées de sécurité et d'accomplissement personnel.

Je suis très excité de tout ce que nous avons accompli ces dernières six semaines depuis l'AGA et je pourrais poursuivre pendant des heures là-dessus... mais je ne le ferai pas.

L'année s'annonce très occupée au sein de notre zone. Nous avons déjà connaissance de 23 rassemblements parrainés et au moment où je vous écris, nous ne sommes qu'au début mai. Les comptes-rendus qui suivent parlent de quelques événements qui se sont déjà déroulés.

Fun-fly printanier annuel des P.D.Q. par Steve Hughes 40192-L

«Les P.D.Q. Flyers sont l'hôte d'un Fun-fly du printemps depuis plusieurs années et celui-ci s'est transformé non seulement en une occasion de faire voler ses maquettes mais aussi en une occasion de revoir de vieux amis et d'en faire de nouveaux. Les hot-dogs, croustilles et boisson gazeuse sont gratuits, le poêle chauffe toujours et vous êtes en excellente compagnie. Notre Fun-fly comporte un élément spécial en ce qu'on vous accorde des points selon les épreuves auxquelles vous participez mais votre score ne sert qu'à vous vanter et il n'a aucune incidence sur les prix qui sont remis, en fin de journée. Seul un tirage décide de qui remporte quoi.

«La compétition cède le pas au plaisir.

Participez à une épreuve ou à toutes... vous obtiendrez quand même un prix que vous pourrez ramener à la maison. L'événement de cette année a eu lieu le 20 avril. Il ventait mais c'était sec. Six épreuves étaient offertes : le plus de loopings en une minute, trois loopings et trois tonneaux pour ensuite atterrir le plus rapidement possible, test de taxi (pas le droit de prendre la voie des airs!), spot landing, cinq tours de notre parcours de course à pylônes et nous avons terminé la journée en pourchassant 20 ballons gonflés à l'hélium (personne n'a atteint les cibles!).

«Cette année, 12 pilotes étaient de la partie et avaient apporté des appareils comme des foamies, des avions de formation comme des LT40 et même des appareils électriques de voltige. Environ une cinquantaine de spectateurs sont venus faire un tour au cours de la journée. Toutes les épreuves se sont bien déroulées et il y a eu très peu d'atterrissages un peu brutaux.

«Bien sûr, un événement du genre ne peut pas tout bonnement se produire. Il faut de l'aide. Ceci dit, merci Rusty d'avoir coupé le gazon, la veille; merci Geoff pour l'aide au pointage; et merci Bruce pour les hot-dogs dignes d'un gourmet.

«Je crois que je parle au nom de tout le monde en affirmant que nous nous sommes BEAUCOUP amusés. Pourquoi ne pas venir participer, l'année prochaine?»

Merci, Steve, d'avoir organisé un tel événement et d'avoir soumis ce rapport. C'était très agréable!

Merci aussi à Bill Johnson, Wes Speerbrecker et à Craig Hyndman des West Coast Radio Control Aircraft Flyers (WCRCAF) d'avoir préparé le compte-rendu suivant :

9e Float-fly commémoratif Dan-Jude
«Le West Coast Radio Control Aircraft Flyers Club a organisé son 9e Float-fly commémoratif Dan-Jude au lac Allouette à Maple Ridge (Colombie-Britannique), le dimanche 5 mai.

«Ce Float-fly est organisé annuellement afin de se rappeler du regretté Dan Jude et de ses contributions au Club. Les barrières du parc ont été ouvertes à 8 heures et la réunion des pilotes était une heure plus tard. Histoire d'encourager les arrivées hâtives, le Club faisait tirer

suite à la page 22

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

The 2013 MAAC Annual General Meeting in Saskatoon went over very well thanks to the support from the Saskatoon Hub City Radio Control Club who took care of all the work necessary to pull off an AGM.

The Saskatchewan Deputy Zone Director, Duncan Campbell, deserves a special thank you from all of us involved for the great job he did as the AGM organizer and ensuring that all the details were looked after to a tee. I would also like to thank all those local members that came out and showed their support for MAAC and expressed their concerns during the AGM; it was the best attended meeting that I have ever seen.

One of the highlights for me at the AGM was the BOD decided to use the \$100,000 left by the late Jack McGillivray to create the 'Model Aeronautics Association of Canada Jack McGillivray Memorial Bursary.' The \$5,000 bursary will replace the current \$1500 MAAC Bursary. The endowment left by Mr. McGillivray will be put into a dedicated GIC and the interest earned will be topped up to fund the \$5000. The BOD felt this was the best option to ensure that Jack's Legacy would not be forgotten over time.

The Board of Directors (BOD) conference call meetings that we held a few times a week for a couple of months preceding the AGM allowed us to get lots of the work normally done at the AGM completed beforehand. This allowed the BOD time to start to focus on developing a business plan. This business plan once completed will allow MAAC to move forward in a united and organized way. Our business "GURU", Facilitator or Subject Matter Expert and fellow flyer Geoff Strottman, who is from the Ottawa Valley Zone (G), has volunteered his knowledge and time to guide and educate the BOD through this process. We owe a great deal to Geoff for this and his patience while waiting for the BOD to finally be aligned in a way that would allow this to happen.

Personally it is a humbling experience to find out that you have been stumbling around in the dark trying to get something done with little success. When with a little help from someone with Geoff's



Bob Toth and his Fun Cub attempting win the spot landing at the PDQ Flyers Annual Spring Fun Fly. / Bob Toth et son Fun Cub en train d'essayer de remporter l'épreuve de spot landing lors du Fun-fly printanier des P.D.Q. Flyers. Photo by Jim Harris.

expertise, and your fellow BOD members buying into the plan, you have a way forward that allows the BOD to have goals, move them forward in an organized and prioritized manner which are based on MAAC's Vision and Mission Statements, and then actually be able to achieve them.

Our Vision Statement is: Join MAAC because you want to.

Our Mission Statement is: Model Aeronautics Association of Canada is dedicated to serving all aspects of modeling through National leadership by encouraging individual, family, and community participation, and promoting high standards of safety and personal fulfillment.

I'm so excited about how much we have accomplished in the last six weeks since the AGM that I could go on for hours about it, but I won't.

This is going to be another very active flying year in our zone. We already have 23 sanctioned events scheduled and it is only the beginning of May. The following reports are from a couple of events that have already taken place.

P.D.Q. Annual Spring Fun-Fly
by Steve Hughes 40192-L

"The P.D.Q. Flyers have been hosting a spring fun-fly for many years and it has turned into not only an opportunity to fly but also a time to meet old friends and make new ones. The hot dogs, chips, and

pop are on the house, the stove is always fired up and there's lots of good company. Our fun fly has a special twist in that you are scored on the events you fly but your score has only bragging rights and absolutely no bearing on the prizes given out at the end of the day, this is left to a raffle to decide.

"Competition does take a back seat to fun. Fly one event or fly them all you still end up with a prize to take home. The event this year was held on April 20, in windy but dry conditions. Six events were on the agenda: Most loops in one minute, three loops and three rolls and land in the fastest time, taxi test (no flying allowed!), spot landing, five laps around our pylon course and we finished the day off by chasing 20 helium balloons (no hits!)

"We had 12 pilots this year flying everything from foamies to LT40 types to electric pattern. About 50 spectators showed up through the day to take in the action. All the events went off without a hitch with very few 'hard landings.'

"Of course an event such as this cannot just happen, it needs help. Having said that, thanks Rusty, for mowing the field the day before, Geoff for helping out with scoring and Bruce for the gourmet hot dogs.

"I think I speak for all in saying we had a GREAT time, why not come and

continued on page 58



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

I had the pleasure of receiving this write-up from Marc Alan MAAC 73530. I found it interesting and thought I'd share it with you!

FLYING THE SLOPE IN F3F STYLE AT LA MUELA, SPAIN: A ROOKIE'S JOURNEY!

"I had the opportunity to travel to Spain for the second time in the last ten months, and to go back to one of the most celebrated slopes in Europe, a place known as La Muela (literally, the molar, in Spanish), some 50 km north of Madrid.

"La Muela is a circular mountain nearly 150 metres high with the particularity of presenting at its top a totally flat zone, giving it its name. The site offers great slope flying conditions, whatever the direction of the wind!

"My first visit in July of 2012 was for pure leisure slope flying. This time, I decided this time to give a try at some competitive glider flying by participating at the International F3F Open of La Muela 2013, from March 27 to 30.

"Now, what exactly is F3F?

"It is a discipline sanctioned by the FAI which consists of what appears to be

a rather simple task: it starts with two pylons on top of a good slope, separated by exactly 100 metres. The pilot then will have someone throw his glider between the two poles, gets the plane as high as possible for 30 seconds at the far left side of the course and then plunges between the pylons and make nine turns between them as fast as possible, for a distance of 1000 metres.

"Sounds simple, doesn't it?

Well, even the top pilots of the discipline will agree that it remains something not difficult to do, but also very very difficult to be good at.

"Being a good F3F pilot means to fly an all-carbon, three-metre wingspan machine always at the very edge of crashing, whether on the cliff's rocky edges by flying too close or by a phenomenon known as dynamic stalling, when a plane is turned a bit too aggressively and loses all its lift for a fraction of second and then finishes violently crashing in the same rocky edges.

"All this is being done with heavily ballasted gliders flying at whistling speeds, averaging close to 130 km/h for the best times. The flying is done between 10 a.m. and 7 p.m. for three days in a row. In this year's contest, some of the top ten best F3F pilots in the world were there and for

me, being a thermal glider pilot and first-time F3F, my most realistic goal was to try and finish and not be last. I made it, finishing 25th of 31 registered pilots!

"It was a truly amazing experience to witness all these guys, but especially the French, who came as a fully supported national team and took the whole podium, Matthieu Mervelet finishing first, Pierre Rondel second and Philippe Lanes third. Philippe was also rewarded of the best time of the contest with a run in 28:94 seconds.

"Inaki Elizondo and Gerardo Plaza Lozano, both from Spain, finished in fourth and fifth respectively, somewhat saving the host country honours."

If anyone else has an article of interest, please send it to me and I will try and put it in Model Aviation Canada like this one.

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.

Don't forget the Québec Provincial Fun Fly hosted by Club Aéromodélisme Saguenay inc. It will be held at the Saint-Honoré airport in Chicoutimi (Québec) August 24 & 25. This is a fantastic flying site.

Looking forward to seeing you all soon. ✈

Zone côtière

suite de la page 20

un Carbon Cub (de type Bind-n-Fly d'UMX) muni de flotteurs. Cela permettait au gagnant d'activer son émetteur et l'avion et de le faire voler pendant l'événement.

«La journée était splendide, ensoleillée et chaude et la surface de l'eau était calme comme un miroir. Quelque 17 pilotes se sont inscrits, si bien que les occasions de faire voler son hydravion ne manquaient pas en ce lieu parfait de la Colombie-Britannique.

«Les types de maquettes comprenaient un Icon A5, un Super Cub, un Trojan, un Catalina, un UMX Carbon Cub, un UMX Beast muni de flotteurs et plusieurs maquettes de balsa mûes par un moteur nitro. Le Trojan (de Parkzone) a causé un peu d'excitation lorsque son embout d'aile a traîné dans l'eau. Des prises de vue aériennes seront d'ailleurs mises en ligne grâce à une maquette de vol par immersion qui volait tout près.

«Je ne pense pas qu'il y ait une meilleure façon de passer une journée (presque d'été) que de se retrouver au lac en train de faire voler des avions télécommandés.» ✈

Nord (F)

suite de la page 17

dé de me retirer dans mon sous-sol et de tenter de rédiger une autre chronique en évitant sciemment de m'astreindre à des travaux de moindre importance. (J'espère que les lecteurs ont décelé une pointe de sarcasme.)

«J'hésitais à piloter au terrain et j'invoquais des travaux dans ma cour et autres excuses afin de ne pas risquer un écrasement. Je me demande si les séances de vol et de catastrophes dans le gymnase ne m'ont pas fait hésiter? J'avoue que je retardais le moment au cours duquel je sortirais le Twist mais je commence à manquer d'excuses. J'espère donc le piloter cette semaine.

«En visionnant un épisode de RC TV, j'ai aperçu un homme d'un certain âge expliquer comment il s'était tourné vers les voiliers télécommandés. Il m'a dit qu'il avait investi 1 200 \$ dans un kit Proctor (motorisé) et que le vent avait soulevé sa maquette, qui a été détruite. Il s'est alors tourné vers la voile et a assemblé un beau sloop.

«J'ai trouvé cela intéressant de me rendre compte que plusieurs pilotes explorent maintenant la voile et j'ai aimé la comparaison de la mécanique du vol avec l'action du vent sur les profils (comme une voile). Nous jouissons d'une quantité de mares et de lacs à l'intérieur des limites de la ville et cela fait réfléchir.

«Puisque j'ai investi beaucoup d'argent dans de l'équipement désormais vieillot et dont je ne récupérerai aucune somme, je crois que je vais m'en tenir à des manœuvres en trois dimensions plutôt qu'à deux dimensions (terre et eau).

«Il était intéressant de parler à Nick Rack, qui a dit que RC TV tournerait 26 épisodes cette saison au lieu des 13 habituels. Tout cela devrait commencer en juillet. Je devrai programmer mon appareil aussitôt que je saurai à quelle date les émissions débutent.» ✈

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

J'ai eu le plaisir de recevoir ce compte-rendu de Marc Alan (MAAC 73530). Je le trouvais intéressant j'ai pensé partager cela avec vous!

DE PLANEUR DE PENTE, EN STYLE F3F À LA MUELA EN ESPAGNE: JOURNAL D'UN DÉBUTANT!

«J'ai eu la chance de me rendre en Espagne pour la seconde fois au cours des dix derniers mois pour aller y pratiquer du vol de pente en planeur téléguidé à l'un des endroits les plus célèbres en Europe, une montagne connue sous le nom de La Muela (la molaire, en espagnol), à un peu plus de 50 km au nord de Madrid.

« La Muela est en fait une colline circulaire de près de 150 mètres de hauteur qui a la particularité d'offrir à son sommet une zone complètement plate (d'où le nom de « molaire »...). Le site offre des conditions de vol de pente extraordinaires, peu importe la direction du vent!

«Si ma première visite sur ce site en juillet 2012 a été consacrée à du vol de loisir, je me suis décidé cette année à y retourner pour tenter du vol compétitif en participant à la compétition internationale du F3F Open de La Muela, du 27 au 30 mars.

«Mais qu'est-ce que le F3F?

«C'est une discipline, sanctionnée par la FAI (Fédération aéronautique internationale), qui consiste à réaliser une tâche assez simple : deux pylônes, espacés d'exactly 100 mètres, sont plantés sur le bord d'une falaise ventouse. Le pilote compétiteur se place entre les

2 pylônes et quelqu'un d'autre (un autre pilote, généralement) lance son planeur dans le vide. Après le lancer, il dispose de 30 secondes pour prendre le maximum d'altitude en profitant du vent et de la chaleur quand il y en a, pour ensuite plonger le plus rapidement possible et réaliser neuf virages entre les pylônes aussi rapidement que possible, pour une distance totale de 1000 mètres chronométrée.

«Facile, non?

«Eh bien, même les meilleurs pilotes de cette discipline de vitesse admettent que ce n'est pas tellement difficile à faire. Par contre, c'est extrêmement difficile de bien le faire...

«Être un bon pilote F3F exige de faire voler un planeur tout en carbone de trois mètres d'envergure constamment à l'extrême limite du crash, soit sur le roc de la falaise en volant le plus près possible du bord (ce qu'on appelle la zone de pression où les vitesses sont les plus grandes), soit à cause du phénomène du décrochage dynamique, lorsque le planeur vire sur sa tranche tellement rapidement qu'il perd instantanément sa portance et qu'il est alors précipité sur le roc à une telle vitesse qu'il ne reste généralement plus rien de l'avion par après (très impressionnant à voir, c'est arrivé deux fois pendant la compétition...).

«Et tout ça se fait avec un planeur très ballasté (on peut mettre jusqu'à 2,5 kg de lest dans un avion qui en pèse déjà 2 kg) à des vitesses de près de 130 km/h pour les meilleurs pilotes, de 10 h jusqu'à 19 h, en enchaînant le plus de manches possible (les pilotes volent seuls chacun leur tour). On retrouvait au concours de cette année quelques-uns des

dix meilleurs pilotes de F3F au monde et pour moi, qui n'avait jamais fait de F3F et qui suis un pilote de planeur thermique, ne pas finir au dernier rang s'avérait l'objectif le plus réaliste (objectif atteint : j'ai fini 25e sur 31 pilotes inscrits...).

«C'était une expérience extraordinaire de voir tous ces gars piloter, mais particulièrement les Français, qui sont venus pratiquement comme une équipe nationale (en France, l'aéromodélisme est appuyé par une fédération nationale, exactement comme les disciplines olympiques!) et qui ont raflé les trois premières places du podium avec Matthieu Mervelet en première, Pierre Rondel en deuxième et Philippe Lanès en troisième (c'est Philippe qui a eu le meilleur temps du concours avec un parcours en 28:94 secondes).

«Les Espagnols ont « sauvé les meubles » en finissant quatrième (Inaki Elizondo) et cinquième (Gerardo Plaza Lozano).»

Si quelqu'un d'autre a un article d'intérêt à proposer, veuillez me l'envoyer et je tenterai de l'insérer dans la revue Model Aviation Canada, comme j'ai fait pour celui-ci.

Consultez les annonces et le calendrier d'événements à venir au site Web du MAAC, de sorte à ce que vous ne manquiez aucun des Fun-flies prévus au cours de la saison de vol.

N'oubliez pas le Fun-fly provincial du Québec, qu'organise le Club Aéromodélisme Saguenay, inc. Il aura lieu à l'aéroport de Saint-Honoré à Chicoutimi (Québec), les 24 et 25 août. C'est un site de vol vraiment fantastique.

J'ai hâte de vous voir bientôt. ✈



St Lawrence (J)



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

AZM NOTICE

The Saint-Laurent Zone AZM will be held on Saturday, October 18, 2013 at the École des métiers de l'aérospatiale de Montréal, 5300, rue Chauveau, Montréal, QC, H1N 3V7.

MAAC BURSARY

Be advised the MAAC bursary for a student enrolled in a post-secondary aviation training course at a recognized aviation college in Canada, has been increased from \$ 1,500 to \$ 5,000, effective March 2013. Selection of the recipient is made by a panel of aviation industry judges and will be based on resumes submitted by MAAC members, providing confirmation of such enrollment, post-marked or faxed prior to November 1st.

AWARDS NOMINATIONS

Members to be nominated for awards such as Leader Member, Pioneer, Hall of Fame, etc. must be submitted as soon as possible and preferably prior to the AZM. Please use official submission forms found on the MAAC website!

Recommendations and Resolutions

If you have any changes you'd like to see made to the by-laws or policy, or some recommendations of what you'd like to see changed within MAAC, please give these some thought and submit any recommendations or resolutions in paper well before the AZM. This will allow us to make sure we have

the time to discuss the issues coming up and to make sure we are fully, and properly, informed.

WINGS AWARDS

If your club would like to present MAAC Wings Certificates to successful new pilots at the AZM, please forward a complete list to us so we can plan the appropriate amount of time for recognizing this significant achievement in a member's modelling career.

FLOAT-FLY DEMO

I am looking for a few RC pilots capable of participating in a float fly demonstration at the Saint-Zotique public beach in the town of the same name. The beach is located on lac Saint-François, just south of Highway 20 just before the Ontario border, with approximately 300 ft sandy shoreline.

The tentative date will be Saturday, August 10 and if weather is inclement we would reschedule to Sunday, August 11.

The Directrice of the beach, Catherine Sauvé, is supportive of this event and even to the point of encouraging the establishment of an RC club at this location.

I am looking to receive feedback as soon as possible from those persons interested in participating.

GRANBY INDOOR FUN-FLY

by Alain Trudeau, President
Club Avion Modèle de Granby

"The indoor flying season has just concluded with a Fun-Fly on Saturday, March 30, 2013. It was a resounding success and approximately 20 pilots gathered at Granby's Centre Saint-Benoît. Coffee and chocolate by Marie Reine were on the menu.

"There were micro-models on hand such as the Vapor, as well as foamies with a 33-inch wingspan. What a show they offered! A few events were organized such as the pylon racing Vapor and Vapor Limbo... We all had a laugh!

"Everything went smoothly... well, almost... the major problem is that we ran out of cream for the coffee...

"This year, the Club Avion Modèle de Granby innovated by offering its members the opportunity of flying indoors. The location was offbeat: a former church, which offered an exceptional venue (50 feet wide, 125 feet long and a height of 60 feet). We rented this location every Saturday (between 1 and 4 p.m.) from November to March for a total of 22 Saturdays. It was a qualified success.

"I would like to thank the City of Granby for allowing us to rent this venue at a rate anyone could afford. I would also like to thank all club members who supported me in this project.

"Finally, after having had all this fun during the winter, we're ready to take to the skies during this summer season, which officially started in May!" ✈



St Laurent (J)



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

AVIS DE RÉUNION DE ZONE

L'Assemblée annuelle de la zone Saint-Laurent Zone se déroulera le 18 octobre 2013 à l'École des métiers de l'aérospatiale de Montréal, 5300, rue Chauveau, Montréal, H1N 3V7.

BOURSE DU MAAC

Soyez avisés que la bourse du MAAC pour un(e) étudiant(e) inscrit(e) à un cours postsecondaire de formation aéronautique à un collège aéronautique canadien reconnu vient de passer de 1 500 \$ à 5 000 \$, depuis mars 2013. La sélection du/de la récipiendaire se fait par l'entremise d'un panel de juges de l'industrie aéronautique et elle sera basée

sur les curriculum vitae que les membres du MAAC auront soumis, en autant que l'inscription soit confirmée par postdate ou par télécopie avant le 1er novembre prochain.

MISES EN CANDIDATURE POUR LES PRIX

Les personnes qui voudraient nommer des membres qui pourraient être mis en

suite à la page 59

Saskatchewan (K)



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

First of all, I must repeat how proud I am of Zone "K" for making this year's MAAC AGM a great event.

We have shown our commitment to MAAC by having more members attend and participate at an AGM than any other zone in Canada not once, but twice, with the first time being in Moose Jaw back in 2001. This certainly shows your interest in the operation of MAAC and several of you travelled many kilometres to make your concerns known. Unfortunately, Saskatchewan weather prevented the attendance of more members who had planned on attending.

Your active concern demonstrated to the Board and Executive that the members will not put up with 'mistakes,' as admitted by the Chair of Chairs, and that you, the members, demand that the Board and Executive conduct MAAC business in complete compliance with Federal legislation and MAAC governance.

Even though this is a hobby and, as the Board says, 'we are only volunteers,' Zone K members will hold the Board accountable to follow MAAC By-Laws, Code of Ethics and Corporations Canada

regulations.

At the AGM, the Board was asked by a member if they 'had covered all bases' to ensure governance compliance would occur, going forward from now? It was also pointed out by a member that Zone K membership expects a higher standard of conduct of the Board of Director and Executive members, due to their positions.

By the affirmative nods of the President, Executive member (Zone H) and wholehearted verbal agreement by the Chair of Chairs, it was the understanding of Zone K members present that governance requirements would be followed by the Board and Executive. You, the membership of Zone "K" have served notice that Board and Executive operations will be closely scrutinized over this operational year.

Now for some zone stuff.

The AZM is coming up in October 6, 2013 in Regina. On the agenda will be the election for Deputy Zone Director (DZD). If anyone is interested in that position, please let me know. As for committees, there are lots of them: check them out on the MAAC website and get involved in your particular interest.

If you want to do or get anything changed in the operation of the organiza-

tion, I suggest you put pen to hand and start noting your thoughts and ideas down on paper... items of interest could be the By-Laws, Constitution, policy and so on...

Read them and compare with the problems that have been going on within the organization. What do you like, what would you want to change? Remember, this is your organization so I urge you as MAAC members to get involved in its operation.

At the AGM, the MAAC President put out a call to all members who have special training to serve as Subject Matter Experts (SME). Some areas might be legal expertise, organizational structure and governance, resolutions and recommendation formulation and financial expertise as pertaining to not-for-profit organizations. If any members are interested, please let me know.

Have you got any members that qualify for "Leader Member" certificate or "Hall of Fame" or "Lifetime Achievement" award? Have a look among your club members. Surely, there is someone deserving of one of those awards. The requirements are listed on the website. If you can't find them, then just let me know and I will send them to you.

O.K. folks, I'm going flying, so let's enjoy the summer. ✈

Saskatchewan (K)



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

En premier lieu, je dois vous répéter à quel point je suis fier de la zone K pour le succès qu'a remporté l'AGA.

Nous avons montré notre niveau d'engagement envers le MAAC en voyant participer le plus grand nombre de modélistes que dans n'importe quelle autre zone du Canada non pas une fois mais deux... la première étant à Moose Jaw en 2001. Cela montre amplement le niveau d'intérêt dans le fonctionnement du MAAC; plusieurs d'entre vous avez d'ailleurs voyagé sur une grande distance afin de faire connaître vos doléances. Malheureusement, la météo saskatchewanaise en a empêché plusieurs de se déplacer, malgré leur intention d'être de la partie.

Vos inquiétudes ont montré au Conseil de direction et à l'exécutif que les

membres ne toléreront pas des «erreurs» comme ce qu'a avoué le président des comités et que vous, les membres, exigez que le Conseil de direction et l'exécutif mènent les affaires du MAAC en conformité avec la législation fédérale et le modèle de gouvernance du MAAC.

Bien qu'il s'agisse d'un passe-temps et que, comme l'a dit le Conseil de direction, «nous sommes des bénévoles», les membres de la zone K tiennent le Conseil de direction redevable d'adhérer aux statuts et règlements, code d'éthique (du MAAC) et à la réglementation de Corporations Canada.

Lors de l'AGA, un membre a demandé au Conseil de direction s'il avait «couvert tous les points» afin de se conformer aux règlements sur la gouvernance, à partir de maintenant? Un autre membre de la zone K a dit s'attendre à un niveau de conduite plus élevé de la part du Conseil de direction et des membres de l'Exécutif,

compte tenu du poste que chacun occupe.

Les mêmes membres de la zone K ont vu que le président, le membre de l'Exécutif (zone H) (hochements de la tête) et que le président des comités (par un consentement verbal) avaient compris le message : ces exigences de gouvernance seront observées. Vous, les membres de la zone K avez clairement fait savoir que les faits et gestes du Conseil de direction et de l'Exécutif seront scrutés de près au cours de cette année d'opération.

Maintenant, passons au matériel de la zone.

L'Assemblée annuelle de zone aura lieu le 6 octobre 2013 à Regina. À l'ordre du jour : l'élection du directeur de zone adjoint. Si cela intéresse quelqu'un, veuillez m'en informer. Quant aux comités, il y en a beaucoup : vérifiez cela au site Web et impliquez-vous au sein de votre catégorie d'intérêt.

suite à la page 52

South East Ontario (L)



Brad Egan 48597
Zone Director
905 830-1801 zd-l@maac.ca

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, 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 58156. Welcome to the team!

Dennis is from the northern half of the zone, around Barrie. His 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 different indoor locations, allowing them several different times during the week to get out and fly.

There have also been a couple of groups that 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 people out flying in parks and flying by themselves. This gave them an opportunity to have a taste of indoor flying and to 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 or directive of having to purchase a MAAC membership to fly.

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

Sud Est Ontario (L)



Brad Egan 48597
Directeur de zone
905 830-1801 zd-l@maac.ca

Le 2 mars, la zone L a organisé une réunion spéciale afin d'élire un nouvel adjoint. Au 28 février 2013, 1 287 membres avaient renouvelé leur adhésion; il y a avait 71 cadets (juniors), 430 aînés et 786 membres réguliers. Il fallait pouvoir compter sur 61 membres afin d'atteindre le quorum pour la réunion.

Quelque 18 personnes étaient présentes et nous avons reçu 61 votes par procuration, pour un total de 79 votes. Nous avons atteint le quorum.

Une seule personne avait soumis une candidature pour le poste. Par acclamation, je souhaite la bienvenue à Dennis Hartley (MAAC 58156). Bienvenue au sein de l'équipe!

Dennis nous provient du Nord de la zone, non loin de Barrie. Son principal intérêt, ce sont les petits-gros (Giant Scale) d'avions de guerre. Il est aussi un constructeur invétéré et il assemble souvent des appareils pour d'autres personnes. Saluez-le lorsque vous le verrez aux divers rassemblements.

Nous avons aussi discuté des résolu-

tions et recommandations qui ont été apportées à l'AGA en Saskatchewan. Les discussions et les débats ont été très fructueux sur certains sujets. En bout de ligne, un consensus s'est dégagé. J'ai pris des notes des sentiments de tout le monde quant aux sujets abordés et je sais comment les membres voudraient que je les représente à l'AGA.

Voilà pour la portion affaires...

L'hiver a donné lieu à une très bonne saison de vol intérieur. Le nombre de demandes de parrainage d'événement à l'occasion d'une rencontre de vol intérieur est phénoménal. Plusieurs clubs ont fait enregistrer leur lieu de vol intérieur comme site secondaire. Certains clubs jouissent même de deux ou trois différents lieux de vol intérieur, ce qui leur permet de présenter des séances de vol à plusieurs reprises en cours de semaine.

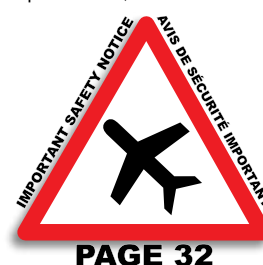
Quelques groupes possèdent un lieu de vol intérieur sans pour autant être membres du MAAC. Je leur en ai parlé et tout va bien : ces groupes ont acheté de l'assurance de la Ville puisque ces lieux sont municipaux.

Voici comment j'ai choisi de voir la situation : tous les pilotes ne sont pas nécessairement des membres du MAAC.

Plusieurs font évoluer une maquette dans un parc, sans l'aide de quiconque. Ces rencontres (avec un club non affilié au MAAC) leur a au moins donné un avant-goût du vol intérieur et de la camaraderie qui se développe au sein d'amis qui ont les mêmes intérêts.

Des membres du MAAC étaient sur place afin de répondre aux questions de ces gens; ces mêmes modélistes ont vu ce qu'était le vol intérieur sans subir de pression ou sans avoir à se procurer une carte de membre du MAAC avant de pouvoir faire voler une maquette.

Ce qui est triste, c'est que ces personnes ne deviendront pas toutes des membres du MAAC, mais plusieurs ont tout de même rejoint notre mouvement et ont bien l'intention de s'inscrire à un club local. Je crois qu'en soi, c'est quelque chose de positif. ✈



South West Ontario (M)



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

Your Southwest Annual Zone Meeting will be on October 26, 2013. The location will be the 427 Wing Air Force Association Club at the London Airport, 2155 Crumlin Side Road. Registration and coffee at 10:00 a.m., the meeting starts at 11:00 a.m. Bring your nominations for Leader, Lifetime Achievement, Hall of Fame and Pioneer Awards to the meeting.

We have many members in our zone who deserve proper recognition from MAAC. There is paperwork for these nominations so if you need it, let me know in advance. Last year, we had Jonathon McCandless of the Elgin Flyers give a show and tell with his crazy fast electric pylon ship.

If anyone has an interesting subject you would like to share at the meeting, please contact me. Lunch will be provided as usual and probably some prizes too.

From the desk of Bob Bennett and Gary Nash is the following story:



"On March 23, 2013, London Forest City Flyers, held their fifth Annual Static Display at White Oaks Mall in London. We were very pleased that the Strathroy Flying Farmers joined us this year.

"White Oaks Mall is one of the largest malls in London with a large public display area. The mall supplied us with 17

inch flat screen TV.

"The day started at 8:30 a.m. for many members who brought in their models and equipment to help set up the static displays. Many young people, adults and families all stopped by and enjoyed talking to members about the hobby with lots of interaction all day long.

Adults and children had lots of fun flying the flight simulator and watching their faces when they crashed was priceless.

"Not only did the shoppers enjoy this event, but the members of both clubs did also, as they shared their stories and ideas on the hobby. Club members came to the mall to register for 2013 and we also recruited some brand new people to the hobby.

"This was the best year we have had at the mall and we look forward to joining up again and holding this event

next year. It was a great day!"

Be sure to check the events schedule in the back of the magazine under Zone M. There are a lot of choices, control line, scale, aerobatics or Fun Flies. We can keep you busy all summer.

See you in the pits and remember to take a kid flying, this week. ✈

tables covered by dark blue cloths making all our displays look professional.

"This included a display of over 35 models of all types along with field equipment, radios, building plans, a resource table with MAAC, hobby and club information, videos of flying events, and a very active simulator working on a 50-

Sud Ouest Ontario (M)



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

Votre Assemblée annuelle de zone se déroulera le 26 octobre 2013 au 427 Wing Air Force Association Club, à l'aéroport de London (2155 Crumlin Side Road). L'inscription et le café seront à 10 heures; la réunion débutera à 11 heures. Apportez vos formulaires de mise en candidatures aux reconnaissances Leader, Accomplissement d'une vie, Temple de la renommée du MAAC et Prix des pionniers.

Plusieurs membres au sein de notre zone méritent une telle reconnaissance de la part du MAAC. Bien sûr, il y a un travail administratif à faire aboutir mais si vous avez besoin d'un coup de main, faites-moi signe à l'avance. L'année dernière, Jonathon McCandless du Club

Elgin Flyers nous a offert une démonstration de sa très rapide maquette pour la course autour de pylônes.

Si quiconque a un sujet à partager au cours de cette réunion, veuillez communiquer avec moi. Le dîner sera fourni, comme d'habitude et nous aurons peut-être des prix.

Bob Bennett et Gary Nash m'ont fait parvenir ce qui suit :

"Le 23 mars 2013, les London Forest City Flyers ont organisé leur cinquième exposition statique au White Oaks Mall de London. Nous avons eu le plaisir de compter les Strathroy Flying Farmers parmi nous, cette année.

"Le mail White Oaks est l'un des plus gros centres commerciaux de London et une aire d'exposition y a été aménagée. La direction nous a fourni 17 tables recouvertes d'une nappe d'un bleu foncé; le tout était très professionnel.

"Nous avions 35 maquettes de tous genres en montre, en plus de l'équipement connexe, des émetteurs, des plans, une table de nombreuses ressources du MAAC, des renseignements sur l'aéromodélisme et des clubs, des extraits vidéo de rassemblements et un simulateur de vol branché à un écran plat de 50 pouces.

"La journée a commencé à 8h30 pour plusieurs membres qui ont apporté des maquettes et l'équipement connexe pour ensuite monter l'exposition. Plusieurs jeunes personnes, adultes et familles se sont arrêtés et ont bien apprécié pouvoir jaser avec les membres relativement au passe-temps. L'interaction a été forte tout au long de la journée. Les adultes comme les plus jeunes se sont beaucoup amusés au simulateur et observer leur réaction lorsque l'avion virtuel s'écrasait, cela n'avait pas de prix.

suite à la page 36

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Le Club Aéromodélisme Saguenay Inc, invite cordialement tous les pilotes à participer à son Festival Provincial 2013, qui se tiendra à l'aéroport de St-Honoré. L'ouverture se fera le Vendredi 23 Août 2013 à 15 :00 heures pour se terminer le Dimanche 25 août à 17 heures.

Cette année nous avons des nouveautés, La piste 06-24 servira pour les avions seulement. Les pilotes d'hélicoptères pourront voler sur la voie de circulation Alpha, ils devront être munis de transmetteur 2.4 ghz.

Nous voulons souligner le 100ième Anniversaire de la Municipalité de Saint Honoré et le 175ième de la région du Saguenay, ne manquez pas ça. Souper traditionnelle le samedi soir, pour l'occasion nous avons ajouté le Vol au clair de Lune, le soir de 20:00 heures à 24:00 heures. Vous aurez l'occasion de pouvoir voler avions et hélicoptères en pleine noirceur. Animation toute la fin de semaine avec 2 D.J et 2 animateurs, bienvenue à tous.



Bon vol, Yvan Tremblay.

www.aeromodelismesaguenay.com

KMAC's Maidenfest by Milt Barsky



Saturday morning gave us dull grey overcast skies and cold winds. Having sent out our invitations, we had checked the weather report for the day, and it had promised better conditions- at least for later on. It was April 27th, and the Keswick Model Aircraft Club was having its Maidenfest.

Over thirty participants arrived. Some came from as far as North Bay, Hamilton and Ottawa. Instead of standing around, everyone seemed to be busy unloading and assembling their planes. Our club members greeted them all and had them register as they arrived. We then had a pilots' meeting, discussed boundaries and flight line rules so that everyone understood what was happening. Cliff Gibson and Dave Woon were in charge, outlining the procedures for safety and field rules. The sun came out- right on schedule. The grill masters were set up, coffee, hot drinks and breakfast sandwiches were ready.

Not only did we have an amazing variety of planes to watch, we also had some awesome pilots. These pilots ranged from experienced aerobatic flyers to youngsters who could handle their planes with confidence and great ability. The pilots brought their kids and wives, as well as their friends. These kids, our flyers of the future, proved their competency by displaying their control and flying skills under pressure. What a thrill it was to watch the boys and girls flying the big planes with their parents by their side!

Maiden fest was a success, having lots of flights, but no crashes. We look forward to a repeat next year. For further information contact :Dave Woon at Christinedave.woon@rogers.com.

Above: A trio of visitors. Closest to camera is Brad Egan's Extra 300 powered by EME 60. Far left, Joe Clavel's Edge 540 and Matt I's 36% Katana with DA 100.

Top Right: Trevor Brum and his son Caleb from Burlington, and some fancy artwork on Caleb's 26cc AMR Stick 30.

Right: Ariel Bevin with her own Extra 260, powered by a DLE 30. Ariel is an IMAC pilot and drove in from Ajax for the event.

Below: Matt I. From Woodstock tuning up his 36% Katana, DA 100, ably assisted by Steven Ruxton.





NOTICE TO ALL HIGH FLYERS

There have been several recently reported occurrences of model aircraft, or unauthorized UAVs, coming into close contact with full sized, manned aviation.

THIS IS DANGEROUS AND ILLEGAL

Canadian Aviation Regulations, in section 602.45, specifically forbid the operation of model aircraft "in a manner that is or is likely to be a hazard to aviation safety."

Sections 76 & 77 of the Criminal Code of Canada makes it clear that endangering aviation safety in any way is illegal and anyone so doing "is guilty of a criminal offence and liable to imprisonment for life."

We, in Canada, are in a privileged position in that we face far fewer rules or restrictions than are applied in many other nations. One accident involving a full sized aircraft could change that in the stroke of a pen.

PLEASE MAKE A POINT OF ENSURING THAT YOUR RECREATIONAL USE OF MODEL AIRCRAFT DOES NOT ENDANGER FULL SIZED AVIATION



AVIS AUX PILOTES QUI VOLENT EN ALTITUDE

Récemment, plusieurs incidents ont été rapportés, incident au cours desquels des maquettes d'aéronefs ou des véhicules aériens non habités (UAV en anglais) ont volé à proximité d'appareils à l'échelle réelle.

CETTE PRATIQUE EST DANGEREUSE ET ILLÉGALE.

Le Règlement de l'aviation canadien (RAC), dans la section 602.45, interdit formellement l'exploitation de maquettes d'aéronefs «d'une manière qui constitue ou qui est susceptible de constituer un danger pour la sécurité aérienne.»

Les sections 76 et 77 du Code criminel du Canada explique clairement que mettre en danger la sécurité aéronautique de quelque façon que ce soit rend quiconque «coupable d'un acte criminel et passible de l'emprisonnement à perpétuité»

Au Canada, nous jouissons d'une situation privilégiée puisque nous devons composer avec beaucoup moins de règlements ou de restrictions qu'en plusieurs autres nations. Un accident impliquant un aéronef à l'échelle réelle pourrait changer tout cela à l'aide d'un geste de stylo (législatif).

FAITES UN POINT D'HONNEUR DE VOUS ASSURER QUE VOTRE UTILISATION À DES FINS DE LOISIRS DE MAQUETTES D'AÉRONEFS NE MET PAS EN DANGER L'AVIATION À L'ÉCHELLE RÉELLE.





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

At the request of the Executive, this month's Safety Column is devoted entirely to the following important safety message, which has been approved by the Board of Directors.

MAAC SAFETY ADVISORY

PRECAUTIONS WHEN FLYING MODEL AIRCRAFT IN LOCATIONS AT OR NEAR AERODROMES.

THE CONCERN

On March 29 the crew of an Air Canada Boeing 777 on an instrument approach to Runway 26 Right at Vancouver International Airport reported sighting a large model helicopter at an altitude of 2,000 feet, four nautical miles from touchdown. The crew estimated that the model passed within 100 feet of the 777. A traffic alert was passed to other aircraft by ATC and three other aircraft following the 777 on the same approach also reported seeing the model. One crew member commented that the model was so close and so large that he initially thought it was a real helicopter.

This is just one example of 26 reported encounters with model aircraft in Canadian airspace by full-scale pilots in the past four years. This is a serious and growing problem and Transport Canada and MAAC are very concerned.

THE LAW

Canadian Aviation Regulation (CAR) 602.45 states, 'No person shall fly a model aircraft or a kite or launch a rocket or a rocket of a type used in a fireworks display into cloud or in a manner that is or is likely to be hazardous to aviation safety.'

All model aviation in Canada is regulated by this operating rule. The wording is simple enough but the definition of what is meant by 'hazardous to aviation safety' is complex and can be easily underestimated.

Endangering the safety of aircraft is a serious criminal offence under the Aeronautics Act and the Criminal Code of Canada and is punishable by a fine and imprisonment.

EXISTING MEASURES

The 'See and Avoid Rule.' For many years, MAAC has addressed compliance with (CAR) 602.45 through what is referred to as the See and Avoid Rule which states, 'All members flying model aircraft shall yield right of way to all other types of aircraft including full-scale human-carrying aircraft, UAVs (Unmanned Air Vehicles) and unmanned balloons. Upon sight or other means of detection of an approaching full-scale aircraft, all model aircraft in the air shall descend, land or by other means avoid the path of the full-scale aircraft and any model awaiting take-off shall hold its position on the ground until the full-scale aircraft has cleared the area.'

ADDITIONAL REQUIRED MEASURES

While the See and Avoid Rule works well in most instances, there are some locations within Canadian airspace which are so heavily used by full-scale aviation that this rule cannot ensure adequate safe separation between model flyers and full-scale aircraft. This document covers additional measures that should be considered by all members flying non-tethered models in congested airspace from locations at or near aerodromes. This information is applicable to all model flying sites except those used solely for control line flying and include club flying sites and other sites that may be used by one or more individuals such as public parks or private property.

While these procedures are highly recommended there may be cases where they are over-restrictive due to very low volumes of full-scale traffic. Clubs and individual members should use good judgment in determining whether they need to be followed precisely or if the See and Avoid Rule is adequate in such cases to ensure safe separation.

PROXIMITY TO FULL-SCALE AERODROMES*

*Note: The term aerodrome is used throughout this document rather than the term airport. Although the term airport may be more familiar to most of us, in Canadian Aviation Regulations, it is used only to denote those aerodromes certified to regulatory standards. On the other hand, the term aerodrome covers any land, water (including the frozen surface thereof) or other supporting surface used or designed, prepared, equipped or set apart for use either in whole or in part of

the arrival and departure, movement or servicing of aircraft and includes buildings, installations and equipment in connection therewith.

All members/clubs should determine the location of any full-scale aerodrome or aerodromes relative to the position of their model flying site. All full-scale aerodromes are listed in the CFS (Canada Flight Supplement). It can be a controlled aerodrome where ATC (Air Traffic Control) services are provided or uncontrolled where no ATC services are provided.

The airspace around controlled aerodromes is called a Control Zone. The airspace around an uncontrolled aerodrome is called an Aerodrome Traffic Area. Generally but not always, this airspace extends from surface to 3,000 feet and is defined laterally (usually but not always) by a circle centered on the aerodrome and usually but not always, of 5 nautical miles (approximately 9.3 kilometers) radius. Actual dimensions can be obtained from the CFS.

FLYING SITES WITHIN FULL-SCALE AERODROME CONTROL ZONES/AERODROME TRAFFIC AREAS

At model flying sites located within Aerodrome Control Zones or Aerodrome Traffic Areas but which are not under approach or departure areas of any runway, members should determine the lowest possible altitude at which a full-scale aircraft might cross their flying site and limit their model flying to a height of that altitude minus 500 feet. In most but not all cases, full-scale aircraft in these areas will be at what is called 'Circuit Altitude' which is usually but not always 1,000 feet AGL (above ground level) so models should be flown no higher than 500 feet AGL in most cases.

FLYING SITES WITHIN APPROACH AND DEPARTURE AREAS TO RUNWAYS

At locations within an Aerodrome Control Zone or Aerodrome Traffic Area which lie under the approach or departure area of a runway, there should be no flying of any non-tethered model aircraft.

Flying sites located outside of Aerodrome Control Zones/Aerodrome Traffic Areas but within a Control Area Extension, Transition Area or Terminal Control Area associated with those Aerodromes.

continued on page 35

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

À la demande de l'exécutif, la chronique du Comité de sécurité de ce mois est entièrement vouée au message de sûreté suivant, message qui a d'ailleurs été approuvé par le Conseil de direction.

AVIS DE SÉCURITÉ DU MAAC PRÉCAUTIONS À PRENDRE LORSQU'ON FAIT VOLER DES MAQUETTES À UN AÉRODROME OU À PROXIMITÉ

L'INQUIÉTUDE

Le 29 mars dernier, l'équipage d'un Boeing 777 d'Air Canada était en approche aux instruments vers la piste 26 droite à l'Aéroport international de Vancouver. Il a rapporté avoir vu une grosse maquette d'hélicoptère télécommandé à une altitude de 2 000 pieds, à quatre milles nautiques du point d'atterrissage. L'équipage a estimé que la maquette est passé à 100 pieds ou moins du Boeing 777. La tour de contrôle a lancé une alerte aux autres appareils et trois autres aéronefs qui suivaient le 777 ont aussi rapporté avoir aperçu l'hélicoptère miniature. Un membre d'équipage a commenté que la maquette est passée si près qu'il pensait, à premier abord, qu'il s'agissait d'un hélicoptère à l'échelle réelle.

Ce n'est là qu'un exemple de 26 tels incidents impliquant des maquettes d'aéronefs dans l'espace aérien canadien, ce qu'ont rapporté des pilotes d'avions à l'échelle réelle depuis quatre ans. Ce problème prend de l'ampleur et c'est sérieux; Transports Canada et le MAAC sont très préoccupés.

LA LOI

Le Règlement de l'aviation canadien (RAC ou CAR en anglais) 602.45 stipule qu'« Il est interdit de faire voler un modèle réduit d'aéronef ou un cerf-volant ou de lancer un modèle réduit de fusée ou une fusée d'un type utilisé pour les feux d'artifice dans un nuage ou d'une manière qui constitue ou qui est susceptible de constituer un danger pour la sécurité aérienne.»

L'aviation miniature au complet au Canada est régie par cette règle opérationnelle. Le libellé est suffisamment simple mais la définition de ce que signi-

fie 'un danger pour la sécurité aérienne' est complexe et on peut facilement la sous-estimer.

Mettre en danger la sécurité des aéronefs est une offense criminelle très sérieuse sous l'égide de la Loi sur l'aéronautique et du Code criminel du Canada et peut être punie par une amende et une peine d'emprisonnement.

LES MESURES ACTUELLES

La règle de «voir et éviter»

Pendant plusieurs années, le MAAC a traité de l'adhésion à la directive (RAC) 602.45 par le biais de ce qu'on appelle la règle de «voir et éviter» qui stipule que «tous les membres (du MAAC) qui font voler des maquettes d'aéronef céderont le passage à d'autres types d'aéronefs, y compris les aéronefs habités à l'échelle réelle, des aéronefs non habités (communément appelés UAV en anglais) et les montgolfières non habités. Lorsqu'un aéronef à l'échelle réelle en approche est aperçu ou détecté par une autre méthode, toutes les maquettes qui sont en l'air devront redescendre, atterrir ou éviter d'une quelconque façon la trajectoire de l'aéronef à l'échelle réelle et toute maquette qui s'apprêtait à décoller devra demeurer en position au sol jusqu'à ce que l'aéronef à l'échelle réelle ait quitté le secteur.» (traduction libérale)

AUTRES MESURES SUPPLÉMENTAIRES REQUISES

Bien que la règle de «voir et éviter» fonctionne bien en la plupart des cas, certains lieux situés à l'intérieur de l'espace aérien canadien sont si lourdement utilisés par l'aviation à l'échelle réelle que cette règle n'assure aucunement une séparation acceptable entre les pilotes de maquette et les aéronefs à l'échelle réelle. Ce document traite des mesures supplémentaires qui devraient être considérées par tous les membres qui font voler des maquettes non retenues dans l'espace aérien congestionné depuis des lieux à des aéroports ou près d'aéroports. Ces renseignements s'appliquent à tous les sites de vol de maquette à l'exception de ceux qui servent exclusivement au vol circulaire et cela inclut les terrains de vol de clubs et d'autres sites de vol qui peuvent utiliser une seule ou plusieurs personnes, comme les parcs publics ou de la propriété privée. Bien que ces procédures soient vivement recommandées, il peut se

produire des cas où c'est trop restrictif parce que le volume de trafic aérien des appareils à l'échelle réelle est très bas. Les clubs et les membres individuels devraient utiliser leur gros bon sens afin de déterminer si cette règle doit être appliquée à la lettre ou si la règle de «voir et éviter» suffit afin d'assurer une séparation sécuritaire entre objets volants.

PROXIMITÉ DES AÉRODROMES À L'ÉCHELLE RÉELLE *

* Remarque : Le terme «aérodrome» est utilisé de part et d'autre de ce document plutôt que la terminologie «aéroport». Bien que la plupart d'entre nous soyons habitués à «aéroport», cette terminologie précise n'est utilisée dans le Règlement de l'aviation canadien que pour dénoter les aéroports qui sont accrédités aux normes. D'autre part, la terminologie «aérodrome» désigne la terre, l'eau (y compris la surface gelée) ou toute autre surface d'appui qui est utilisée ou conçue, préparée, équipée ou réservée à l'usage partiel ou entier pour l'arrivée et le départ, le mouvement ou la mise en service d'aéronefs et cela comprend les bâtiments, les installations et équipement connexe.

Tous les membres/clubs devraient déterminer l'emplacement de tout aérodrome ou aéroports servant aux aéronefs à l'échelle réelle, par rapport à l'emplacement de leur terrain pour maquettes. Tous les aéroports à l'échelle réelle sont répertoriés dans le Supplément de vol Canada (Canada Flight Supplement, CFS en anglais). Il peut s'agir d'un aérodrome contrôlé où se trouvent des services de l'ATC (contrôle aérien) ou d'un aérodrome non contrôlé où aucuns services de l'ATC ne sont offerts.

L'espace aérien autour des aéroports contrôlés s'appelle la zone de contrôle. L'espace aérien autour d'un aérodrome non contrôlé s'appelle le secteur de circulation d'aérodrome (sic). Généralement mais pas toujours, cet espace aérien s'étend de la surface à 3 000 pieds et se définit latéralement (habituellement mais pas toujours) par un cercle centrée sur l'aérodrome et habituellement, mais pas toujours, d'un rayon de 5 milles nautiques (environ 9,3 km). Vous obtiendrez les véritables dimensions dans le Supplément de vol Canada.

suite à la page 35

TERRAINS DE VOL SITUÉS À L'INTÉRIEUR DES ZONES DE CONTRÔLE D'AÉRODROMES POUR APPAREILS À L'ÉCHELLE RÉELLE/SECTEURS DE CIRCULATION D'AÉRODROME

Si leur terrain de vol se trouve à l'intérieur d'une zone de contrôle d'aérodrome ou d'un secteur de circulation d'aérodrome sans pour autant se trouver dans les secteurs d'approche ou de départ de quelque piste que ce soit, les membres (du club de maquettes) devraient déterminer l'altitude minimale à laquelle les aéronefs à l'échelle réelle pourraient croiser leur terrain de vol, et par la suite limiter les vols de maquette à cette altitude, moins 500 pieds. En la plupart des cas (mais pas tous), les aéronefs à l'échelle réelle voleront à l'altitude du circuit, ce qui est normalement à 1 000 pieds au-dessus du sol (AGL). Les maquettes ne devraient donc pas voler à plus de 500 pieds AGL en la plupart des cas.

TERRAINS DE VOL À L'INTÉRIEUR DES AIRES D'APPROCHE ET DE DÉPART DES PISTES

Les terrains de vol qui se trouvent à l'intérieur d'une zone de contrôle d'aérodrome ou d'un secteur de circulation d'aérodrome qui se trouve sous le secteur d'approche et de départ d'une piste, le vol de maquettes qui ne sont pas retenues ne devrait pas être autorisé.

Les terrains de vol situés en dehors des zones de contrôle d'aérodrome ou des secteurs de circulation d'aérodrome mais qui se trouvent à l'intérieur d'une région de contrôle prolongé (Control Area Extension), d'une zone de transition (Transition Area) ou d'une région de contrôle terminal (Terminal Control Area) associés à ces aérodromes.

Les régions de contrôle prolongé, zones de transition et régions de contrôle terminal sont des régions désignées autour des aérodromes afin de faciliter le contrôle et la séparation d'aéronefs à l'échelle réelle. De telles régions peuvent se prolonger de plusieurs milles supplémentaires à l'extérieur d'un aérodrome (parfois jusqu'à 45 mn, 83,3 km). Les altitudes minimales à lesquelles peuvent voler les aéronefs à l'échelle réelle en de tels secteurs peuvent varier beaucoup mais cela peut se situer aussi bas qu'à 700 pieds AGL.

Les membres devraient déterminer si leur terrain de vol est situé sous une région de contrôle prolongé, une zone de transition ou une région de contrôle terminal et si c'est le cas, les modélistes devront déterminer à quelle altitude un

aéronef à l'échelle réelle -- qu'il soit en train de décoller ou d'atterrir -- pourrait croiser leur propre zone de vol. Après avoir déterminé cette altitude, les maquettes ne devraient être autorisées à voler qu'à cette altitude, moins 500 pieds.

VOL DE MAQUETTES DEPUIS DES EMPLACEMENTS SITUÉS À UN AÉRODROME

Bien que la règle de «voir et éviter» fonctionne bien lorsque vient le moment d'éviter la circulation aérienne à un aérodrome normal, les membres qui font voler des maquettes depuis des emplacements situés sur une propriété d'aérodrome doivent faire attention pendant les épisodes de visibilité réduite : les aéronefs à l'échelle réelle pourraient ne pas suivre les méthodes généralement reconnues de se joindre à un circuit et pourraient plutôt surgir en courte finale, ce qui n'allouerait pas suffisamment de temps pour avoir recours à la règle de «voir et éviter». En de pareils cas, les membres devraient concevoir une façon (de concert avec les autorités de l'aérodrome) de déterminer les instances durant lesquelles des aéronefs à l'échelle réelle pourraient arriver à l'aérodrome à l'aide de telles procédures.

AUTRES MESURES SUGGÉRÉES

Aux terrains de vol où il faut imposer une restriction d'altitude, un panneau devrait être posé aux stations de pilotage ou tout près afin d'expliquer clairement ce que sont ces limites; les dignitaires du club, organisateurs de rassemblement et autres personnes assignées devraient s'assurer que ces restrictions sont observées à la lettre.

Aux terrains de vol où d'autres mesures de sécurité -- autres qu'une restriction d'altitude -- s'avèrent nécessaires, celles-ci devraient être clairement expliquées dans les lignes directrices du terrain en question.

Les membres de club qui auraient besoin d'aide afin de déterminer les exigences devraient d'abord vérifier auprès de l'officier chargé de la sécurité à leur club ou auprès d'un autre officier du club. Les membres à titre personnel qui ne sont pas affiliés à un club et les officiers de club qui auraient besoin d'aide devraient communiquer avec leur directeur de zone. Les directeurs de zone qui ont besoin d'aide devraient communiquer avec le Comité sur la sécurité. ✈

Control Area Extensions, Transition Areas and Terminal Control Areas are designated areas around aerodromes to facilitate the control and separation of full-scale aircraft. Such areas can extend many additional miles out from an aerodrome in some cases up to 45 nm (83.3 km). Minimum altitudes at which full-scale aircraft might fly in such areas vary widely but can be as low as 700 feet AGL.

Members should determine if their flying site lies under a Control Area Extension, Transition Area or Terminal Control Area and if it does, determine at what altitude any full-scale aircraft either landing or taking off may cross the flying site. Once determined, model flying should be limited to that altitude minus 500 feet.

MODEL FLYING FROM LOCATIONS ON FULL-SCALE AERODROME PROPERTY

While the See and Avoid Rule works well in avoiding normal aerodrome circuit traffic, members flying models from locations on aerodrome property are cautioned that during periods of reduced visibility, full-scale aircraft may not always use the usual methods for joining the landing pattern (circuit) and instead may suddenly appear on short final not providing sufficient time to utilize the See and Avoid Rule. In such cases members should devise a means with aerodrome authorities of determining when a full-scale aircraft might arrive at the aerodrome using such procedures.

OTHER SUGGESTED MEASURES

At flying sites where altitude restrictions are necessary, a sign should be posted at or near the pilot stations clearly noting what those limits are and club officials, event organizers or other assigned responsible people should ensure that such restrictions are followed.

At flying sites where additional safety measures other than altitude restrictions are necessary, they should be clearly noted in the Flying Site Guidelines.

Club Members needing assistance in determining their requirements should first check with their club safety officer or other club officials. Individual members not affiliated with any club and club officials requiring assistance should contact their Zone Director. Zone Directors requiring help should contact the Safety Committee. ✈

Beginner



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

GIFT HORSES

We are always trying to encourage new fliers and youngsters to get into the hobby of flying models, and to do so in a safe and proper manner.

For the past two years, I have been asking our more mature modellers to donate their old or used equipment to us through MAAC, so that we can redistribute the stuff wherever it is needed. The process took a while.

We've started receiving motors with and without throttles. A large glider was given to us to use as a trainer. We have also had two complete radios donated. Thank you to all of the members who made these donations.

Several other donations were made to other clubs. Although these items were not itemized, the Committee members duly reported them to me and took care of distributing them locally.

We realize that control line flying is not very popular now in most areas. The current interest seems to be in radio controlled planes, with a shift toward electric power, helicopters and large scale ships. Personally, I still like flying control line, but at my age, I get dizzy very easily. I also am getting pretty good at starting balky glow engines.

Now, when I am handed a boxful of gas engines that range from .020 c.i. to .45 c.i., I have to check and run every one of them just to see whether they are high performance motors or worn out hulks. I don't blame older modellers for turning their treasures over to us. They

mean well, but they are also giving us the motors that gave them success many years ago, when they were at the top of their game. Again, I say thank you to these fellows. They have no more use for their motors and planes and want to see them passed on to the next generation. I guess that they have graduated from the trainer stage to advanced and accomplished flyers. Never look a gift horse in the mouth, they say.

Please keep the donations of equipment coming. Whether you are in Newfoundland-and-Labrador or British Columbia, there is always someone starting into our wonderful hobby who needs a hand. Any motors, radios or flyable planes are always welcome. If you have any questions or wish to know more about where to send your donations, please get in touch with me. ✈

Débutants



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

LE CHEVAL QU'ON REÇOIT EN CADEAU

Nous tentons toujours d'encourager les nouveaux pilotes et les jeunes à entrer au sein de notre passe-temps et, ce faisant, en toute sécurité.

Au cours des deux dernières années, j'ai demandé à nos modélistes expérimentés de faire don de leur vieil équipement par le biais du MAAC, afin de redistribuer ce matériel là où il fera beaucoup de bien. Le processus a pris un peu de temps.

Nous avons commencé à recevoir des moteurs avec et sans commande des gaz. Quelqu'un a donné un planeur en guise d'avion de formation. Nous avons aussi reçu deux émetteurs complets. Merci aux membres qui se sont ainsi avancés. Plusieurs autres dons ont été dirigés vers d'autres clubs. Bien que ces objets n'aient pas été catalogués, les membres du Comité m'ont fait part de ces dons et se sont occupés de les redistribuer localement.

Je me doute bien que le vol circulaire n'est pas tellement populaire en la plupart des régions. L'intérêt semble avoir évolué vers les maquettes d'avion télécommandées (accent placé sur les électriques, les hélicoptères et d'imposantes copies volantes). Personnellement, j'aime encore piloter un appareil de vol circulaire mais à mon âge, je m'étourdis très facilement. Je me fais aussi une spécialité de réussir à faire démarrer des moteurs capricieux.

Maintenant, lorsqu'on me remet une boîte de moteurs d'entre .020 pouce cube à .45 pouce cube, je me mets en devoir de vérifier si chacun démarre, ne serait-ce que pour vérifier s'ils affichent encore de la performance ou s'ils sont très fatigués. Je ne blâme pas les modélistes de nous les remettre. Ils sont animés de bonnes intentions, mais ils nous remettent des moteurs

qui avaient du succès, voilà plusieurs années lorsqu'ils étaient tout neufs. Une fois de plus, je dis merci, les amis. Puisqu'ils ne se servent plus de cet attirail, ils veulent les transmettre à la prochaine génération. Je crois qu'ils sont ainsi passés des rangs de débutants à ceux de pilotes un peu plus chevronnés. «A cheval donné, on ne regarde pas la bride», dit le vieux dicton.

Veuillez continuer de faire don de cet équipement. Que vous soyez à Terre-Neuve-et-Labrador ou en Colombie-Britannique, il se trouve toujours quelqu'un qui a besoin d'un coup de main. Les moteurs, émetteurs et avions en condition de vol sont toujours les bienvenus. Si vous avez des questions ou que vous voulez en savoir davantage sur la façon de nous faire parvenir vos dons, veuillez communiquer avec moi. ✈

Sud Ouest Ontario

suite de la page 27

«Non seulement les amateurs d'empettes ont-ils aimé cet événement mais les membres des deux clubs ont apprécié cette journée à mesure qu'ils partageaient leurs histoires de vol et les idées sur notre passe-temps. Des membres du Club sont passés au centre commercial afin de renouveler leur adhésion pour 2013 et nous avons aussi recruté de nouveaux venus au sein de notre discipline.

«C'était notre meilleure année au mail et nous avons hâte de répéter l'expérience, l'année prochaine. C'était une journée sensationnelle!»

Vérifiez le calendrier des événements à venir à l'arrière de la revue (zone M). Vous y trouverez beaucoup de choix : vol circulaire, copies volantes, acrobatie ou encore des Fun-flies. Nous avons de quoi vous occuper tout au long de l'été.

Au plaisir de vous voir aux puits de ravitaillement et amenez un jeune voler, cette semaine. ✈

First Person View (FPV)



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

The 2013 flying season has started, and interest in the FPV hobby is greater than ever. The 2013 FPV Committee members have also been selected at the AGM, and members have already been notified. I welcome you all to the 2013 FPV Committee!

This year, the FPV Committee and MAAC will focus on disseminating information about safe FPV flying to all interested parties and members, MAAC and non-MAAC alike. We need to make sure

that FPV flying is done in a safe manner, and safety should be the first and foremost concern of all pilots flying FPV.

Pilots from all over the world have been, and will be, posting various flights on the internet that do not meet the thoroughly developed and expert reviewed safety requirements of our MAAC FPV guidelines. Although they might not seem dangerous or unsafe at first, they do pose potential safety threats to people and the surrounding environment.

Let us show a positive example that we can fly FPV safely, be creative, have fun, and at the same time, respect and uphold FPV guidelines and the MAAC Safety

Code!

All FPV Committee members should be familiar with the MAAC FPV guidelines, provide information and guidance to all pilots interested in learning/experiencing/flying FPV at clubs in their respective regions. Again, please read, understand and use guidelines. They were developed to keep everyone safe and make sure that we can fly safely with other conventional RC airplanes at the same field and club.

I wish you all a safe and great flying season for 2013! ✈

Vol par immersion (FPV)



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

La saison de vol 2013 a commencé et l'intérêt pour le vol par immersion (communément appelé First Person View, ou FPV, en anglais) est plus fort que jamais. Les membres du Comité FPV en 2013 ont été sélectionnés au cours de l'Assemblée générale annuelle (AGA) et ces derniers ont déjà été avisés. Je vous souhaite la bienvenue au sein du Comité FPV!

Cette année, le Comité FPV et le MAAC se concentreront sur la diffusion d'information au sujet du vol sécuritaire à toutes les parties intéressées et membres, qu'ils appartiennent au MAAC ou non. Nous devons nous assurer que le vol par immersion soit pratiqué de façon

sécuritaire et la sécurité devrait être le souci numéro un de tous les pilotes qui pratiquent le vol par immersion.

Des pilotes de partout dans le monde ont posté ou posteront en ligne des vols qu'ils ont réalisés mais qui ne correspondent pas du tout aux exigences de sécurité qui ont été élaborées et examinées de main d'expert afin de constituer les lignes directrices du MAAC pour le vol par immersion. Bien que ces extraits vidéo ne semblent ni dangereux ni périlleux, c'est une menace, du point de vue sécurité, envers les personnes et les environs immédiats.

Donnons l'exemple de façon positive que nous pouvons effectuer des vols par immersion en toute sécurité, que nous sommes créatifs et que nous pouvons nous amuser en même temps tout

en respectant les lignes directrices du vol par immersion et le Code de sécurité du MAAC!

Tous les membres du Comité FPV devraient connaître les lignes directrice du MAAC pour notre discipline afin de transmettre de l'information et des directives à tous les pilotes qui veulent apprendre et vivre ce qu'est le vol par immersion dans les clubs d'une ou l'autre des régions du Canada. Une fois de plus, veuillez lire, comprendre et utiliser les lignes directrices. Elles ont été conçues afin d'assurer la sécurité de tout le monde et afin de s'assurer que nous puissions voler de façon sécuritaire avec les maquettes télécommandées conventionnelles au même terrain de vol.

Je vous souhaite une très bonne saison (sécuritaire) en 2013! ✈

Archives



Fred Messacar 62719
Columnist
905-457-5634 messacar@rogers.com

ARCHIVES NOTICE

A comprehensive list of the holdings in the MAAC archives has been posted in several reports in the Archive Committee documents section on the MAAC website. These reports include partial listings of the magazines and the books currently on hand.

Please review these and forward any questions or comments to Head Office c/o Archivist or e-mail to archives_maachq@bellnet.ca. ✈

AVIS -- ARCHIVES

Une liste complète de ce que possèdent les archives du MAAC a été postée en plusieurs rapports dans la section des documents du Comité des archives, au site Web du MAAC. Ces rapports comprennent une liste partielle des magazines et des livres dont nous disposons.

Veuillez y jeter un coup d'oeil et si vous avez des questions ou des commentaires, faites-en part au siège du MAAC, aux soins de l'archiviste ou envoyez un courriel au archives_maachq@bellnet.ca. ✈

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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 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.

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Disability Awareness



Mike Lang #61332
Chair
519-913-2022 mlang1321@rogers.com

Well, the flying season is finally here in Southwestern Ontario. We're now seeing warm weather and nice sunny days so some of us can enjoy and get out and fly. I know that I have waited for this since my last flight of last year, after putting away my gear.

Over the winter, I spent most of my free time in the basement workshop building my new planes and making repairs to others that didn't fare too well during the last flying season. As we all get excited to maiden our newly built planes and also test fly the ones that have been repaired, let's all do so with caution so we can all keep doing the hobby that we all love.

As we prepare our flying fields for the spring and summer flying season, let's remember to keep the fields accessible to all people including those with special

needs. It can be something as simple as leaving that perfect parking spot near the pit area open for people with needs to unload their gear and prepare to get up and flying.

Try to make all areas of the field open to all, including restrooms, if at all possible. Remember that what's easy to the majority might not be as easy to all the other members and people coming to see your field and join the hobby. A person with a walker, power or manual wheelchair, and ever the able bodied person that has suffered a temporary injury, want to both fly and enjoy the hobby.

Speaking from my personal experience with some of the local clubs in the fall of last year's flying season is that many clubs are already trying to make things more accessible. Most clubs in this area are making the effort to make the hobby open to people of all abilities. I hope that an organization as big as MAAC is can show everyone what we are all about.

Nowadays, with club closures and

some accidents involving our hobby, some people are getting the wrong idea. This is a great hobby for all to enjoy, people with any ability can make this hobby greater. With the quality of ARFs improving so much, it's making the hobby better by letting people get better with smaller investments. So we, as a group of people, need to show others what we can do and bring in that person with needs.

If you have any questions or issues, please send my Committee an e-mail. We will get back to you as soon as we can and hopefully solve your issues or point you in the right direction.

As always, we are looking for more members to join the Committee and help make this an organization we can all be proud of. At your next zone or division meeting, speak to your Zone Director and mention that you would like to join this Committee. ✈

Personnes handicapées



Mike Lang #61332
Président
519-913-2022 mlang1321@rogers.com

Eh bien, la saison de vol est finalement arrivée ici dans le Sud-ouest de l'Ontario. Nous voyons maintenant arriver un peu de temps chaud et des journées ensoleillées, si bien que certains d'entre nous peuvent aller dehors pour faire voler des maquettes. Je sais bien que j'ai attendu ce moment depuis mon dernier vol, l'année dernière, lorsque je remisais mon équipement.

Au cours de l'hiver, j'ai passé une grande partie de mon temps libre dans le sous-sol afin de construire mes nouveaux avions et à en réparer d'autres qui ont eu un peu de malchance au cours de la dernière saison. Nous sommes tous excités à l'idée de faire prendre la voie des airs à nos nouvelles créations ou à faire voler celles qui ont été réparées... Mais effectuons nos vols en toute sécurité afin de poursuivre nos activités au sein de ce passe-temps que nous adorons.

Comme nous préparons nos terrains de vol en prévision de la saison de vol, rappelons-nous que c'est une bonne idée d'assurer leur accessibilité à l'intention

des modélistes aux besoins particuliers. Cela peut être aussi simple que d'offrir l'espace de stationnement parfait, près de l'aire de puits, qui leur permettra de décharger leur équipement et de préparer leurs maquettes.

Tentez de rendre accessibles toutes vos aires, y compris, si possible, les toilettes. Souvenez-vous que ce qui est facile pour la majorité pourrait ne pas l'être autant pour d'autres membres ainsi que pour des visiteurs à votre terrain, des gens qui pourraient éventuellement devenir des membres chez vous. Qu'il s'agisse d'une personne qui se déplace à l'aide d'une marchette, de quelqu'un qui a recours à un fauteuil roulant (motorisé ou non) ou à une personne qui vit une blessure temporaire, tout ce monde ne demande qu'à faire voler une maquette et s'amuser au sein de notre passe-temps.

Je parle d'expérience personnelle après avoir visité des clubs locaux l'automne dernier : plusieurs d'entre eux déploient des efforts afin d'être accessibles à des personnes, peu importe leur mobilité. J'espère qu'un organisme aussi gros que le MAAC peut donner l'exemple.

De nos jours, compte tenu de la fin de certains clubs et de certains accidents,

certaines personnes retiennent la mauvaise idée de notre passe-temps. C'est un passe-temps fantastique auquel peuvent s'adonner bien des personnes, peu importe leur mobilité et ce sont ces personnes qui font croître le mouvement. La qualité des maquettes presque prêtes à voler (les ARF) s'améliore sans cesse et le passe-temps ne s'en porte que mieux et les pilotes n'ont pas à y injecter de grandes sommes d'argent. Nous, en tant que groupe, devons montrer aux autres ce que nous pouvons faire et inviter les personnes aux besoins particulier à entrer dans notre giron.

Si vous avez quelque question que ce soit ou des inquiétudes, veuillez envoyer un courriel à mon Comité. Nous vous reviendrons le plus tôt possible et nous arriverons peut-être à régler votre problème ou à vous diriger dans la bonne direction.

Comme toujours, nous recherchons d'autres membres au Comité de façon à faire de notre organisme un regroupement dont nous sommes fiers. Lors de votre prochaine réunion de zone, parlez-en à votre directeur et mentionnez que vous aimeriez faire partie de ce Comité.

✈

Radio Spectrum



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

Earlier this year, the Radio Spectrum Committee along with the Safety Committee and the Board of Directors approved MAAC Safety Document MSD 20 – RADIO SPECTRUM. Let me give you a little history on this.

About two years ago, the Radio Spectrum Committee wrote a document called the R/C Radio Use Guidelines. The Committee revised it four times before we presented it to the Board of Directors. The final document went through took 13

revisions before being approved by the Board. This document will soon be posted on the MAAC website.

Industry Canada is the government agency that sets the specifications for the radios we use to fly models. Search the internet for RSS 210. (Radio Standards Specification 210). Annex 1 and Annex 8 apply to our radios.

Industry Canada has a list of approved testing agencies to certify all radio equipment. Once certified, an IC certification number is attached to every unit approved for use in Canada.

SERVO CARE

I recently purchased a Servo Current Monitor for my Eagletree Data recorder. This device will graph the current draw for servos during idle conditions and full deflection when there will be full loads drawn. I'll post the results in the next issue of Model Aviation Canada.

Fliers are reminded that in order to prevent damage to your servos, it is still a good idea to turn on your transmitter first, then your receiver. When shutting down after a flight, first turn off the receiver and then the transmitter. It will save you from burning out an expensive servo or two. ✈

Spectre de Radio



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

Plus tôt cette année, le Comité du spectre radio, de concert avec le Comité sur la sécurité et le Conseil de direction, a approuvé le document de sécurité du MAAC MSD 20 -- RADIO SPECTRUM. Je vous donne un peu d'histoire.

Voilà environ deux ans, le Comité du spectre radio a rédigé un document intitulé R/C Radio Use Guidelines (Lignes directrices pour l'utilisation d'émetteurs). Le Comité l'a révisé à quatre reprises avant de le présenter au Conseil de direction. Le document final a subi 13 révisions avant qu'il ne soit approuvé par le Conseil de direction. Celui-ci sera bientôt posté au site Web du MAAC.

Industrie Canada est l'agence gouvernementale qui établit les spécifications des émetteurs que nous utilisons pour nos maquettes. Faites une recherche en ligne avec l'appellation RSS 210 (Radio Standards Specification 210). Les annexes 1 et 8 s'appliquent à nos émetteurs.

Industrie Canada possède une liste des agences approuvées qui procèdent à des tests afin d'homologuer l'équipement radio. Une fois homologué, l'appareil reçoit un numéro IC d'accréditation qui est affiché à chaque unité approuvée pour son utilisation au Canada.

SOIN DES SERVOS

J'ai récemment fait l'acquisition d'un moniteur de courant de servo pour mon enregistreur de données Eagletree. Ce dispositif créera le graphique du cou-

rant que soutirent les servos, tant au repos que lors de leur déflexion maximale (lorsqu'ils sont sollicités au maximum). Je vous ferai part des résultats dans le prochain numéro de Model Aviation Canada.

Nous rappelons aux pilotes que s'ils veulent prévenir des dommages à leurs servos, c'est toujours une bonne idée de mettre votre émetteur en marche d'abord, votre récepteur ensuite. Lorsque vous voulez tout éteindre après un vol, éteignez d'abord l'alimentation de votre récepteur, l'émetteur ensuite. Cela vous épargnera probablement un servo ou deux. ✈

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FAT SHARK

Vol libre (sport et compétition)



Tony Mathews 7762
président
905-840-2268 tmathews180@gmail.com

La chronique de ce mois débute par un compte-rendu des activités de vol libre en Colombie-Britannique. John Buskell nous parle de son club, les BC Aces et de leurs activités.

LE VOL LIBRE EN COLOMBIE-BRITANNIQUE

par John Buskell - président, BC Aces
«Un petit groupe de modélistes enthousiastes maintiennent le vol libre en vie en Colombie-Britannique depuis environ la fin des années 1990. Avec un peu de chance et de bonnes personnes ressources, nous disposons de trois terrains modestes dans la région d'Abbotsford et nous y avons accès entre les récoltes de foin. En 2012, nous sommes retournés à notre terrain préféré, non loin du club de parachutisme d'Abbotsford, un terrain qui avait servi au maïs pendant un long moment et qui n'était donc pas disponible. Aucun de ces terrains n'est très grand, peut-être de 60 acres, mais chacun est assez long et il est raisonnablement facile de récupérer nos maquettes sur les terrains environnants.

«Ces dernières années, la région de Vancouver a connu des printemps plutôt frais et humides et les étés subséquents ont été chauds et secs jusqu'à l'automne. Exception faite de notre terrain préféré, cela a engendré des problèmes puisque les terrains étaient couverts de maïs et lorsqu'est arrivé le beau temps, le maïs avait grandi tant et si bien qu'il gobait nos maquettes et il était très difficile de les récupérer. Ceci dit, nous avons perdu peu de maquettes, si ce n'est qu'en raison de mauvais réglages ou d'un système D.T. qui n'a pas fonctionné correctement. Les systèmes radio ont amplement valu leur prix de vente, au milieu du maïs!

«En 2011, nous avons essayé un nouveau format de concours pour terrains exigus par lequel les limites du terrain constituaient effectivement le max. Tous les vols qui comptent au pointage doivent débiter et se terminer au terrain. Nous avons lancé un concours inaugural en milieu d'été en des conditions idéales et nous avons remporté un certain succès. Le gagnant a obtenu un chrono d'environ

six minutes pour trois vols au-dessus d'un terrain de 50 acres.

«Nous avons répété l'expérience en 2012 en des conditions presque identiques à celles de 2011. La participation était moindre, notamment parce que d'importants travaux routiers autour de Vancouver rendaient les déplacements vers le terrain de la vallée du Fraser plutôt ardu. Enfin, le chrono gagnant était de presque six minutes sur trois vols et le meilleur vol individuel était d'environ 2:30 à l'aide d'une maquette à cabine à propulsion élastique.

«Nous avons essayé le concept lors de concours de jour, mais cela comporte sa part de défis parce que les tentatives de vol hors du terrain étaient plus



Bob Hornidge expertly ROGs his Sparky from the custom Aces ramp. / Bob Hornidge fait décoller son Sparky depuis la rampe personnalisée des Aces.

nombreuses qu'en soirée. À l'heure actuelle, nous autorisons n'importe quelle maquette -- il n'y a aucune limite, qu'il s'agisse d'une maquette à propulsion élastique, un planeur remorqué ou une maquette motorisée. Il n'y a qu'un règlement : les vols qui comptent au pointage doivent débiter et se terminer au terrain. Rien de plus simple!

«Le BC Aces Club organise aussi des concours moins officiels. En 2013, ce sera la huitième année de notre concours Sparky -- Sparky étant la maquette à cabine qu'a dessinée Ed Lidgard et qui vole très bien (Comet en réalise un kit). Plus d'une douzaine de Sparky ont été construites et tous ces appareils volent bien. Nous avons aussi préparé un groupe de planeurs-catapulte de 12 pouces presque identiques à l'occasion des concours Rent-a-Cat (louez un planeur-

catapulte), et nous comptons une bien belle rampe de lancement qu'a construite Chris Country Boy Sackett à l'occasion de notre concours Commercial Rubber et qui met en vedette des maquettes ROG (qui décollent depuis le sol).

«En gros, au sein du group actuel d'adeptes, les petites maquettes à propulsion élastique sont les plus populaires. Viennent ensuite les lancer-main et les P30. Je me suis improvisé porte-étendard en matière de maquettes à carburant mais un membre de l'équipe canadienne du milieu des années 1960, Don Elliot, s'est récemment joint au groupe et il fait voler quelques-unes de ses maquettes (des années 1960) de F1C. Très peu souvent, nous voyons arriver une maquette de vol remorqué (tow-line).

«En 2012, nous avons tenté de lancer la catégorie P20 (propulsion élastique) et six maquettes se sont rendues jusqu'au terrain. À la suggestion de Norm Beattie, en 2013, plusieurs membres se sont mis à construire des Senators (Keil Kraft).

«L'été 2012 a été très bon pour le vol libre. À partir du concours du milieu de l'été (que nous appelons Mid-Summer's Eve contest), les membres du BC Aces Club se présentaient au terrain à chaque semaine et ce, jusqu'à l'Action de grâce. Des maquettes de vol libres ont volé à bien des reprises au-dessus de la vallée du Fraser pendant les jours et les soirées calmes.

«Nous espérons que la saison 2013 sera tout aussi bonne!»

Chris Sackett m'a demandé de localiser et de mettre à jour le livret de règlements du MAAC pour les concours de vol libre extérieur. J'ai effectué ce travail pour 2013 et celui-ci sera ajouté au site Web du MAAC sous forme de fichier .PDF, pour ceux qui voudraient en avoir un exemplaire sous la main.

Dans le prochain numéro, j'espère vous présenter un compte-rendu des activités canadiennes lors de la série de concours Fab Feb qui s'est déroulée en Californie, ainsi que des plans pour construire un planeur-catapulte.

La météo printanière nous permet enfin de retourner faire des vols. Retournons dehors pour prendre une bouffée d'air et nous amuser grâce à ce magnifique passe-temps! ✨

Free Flight Sport and Competition



Tony Mathews 7762
Chair
905-840-2268 tmathews180@gmail.com

This month's column starts with a report about the Free Flight activity in British Columbia. John Buskell tells us about his club, the BC Aces and their activities.

FREE FLIGHT IN BC

by John Buskell - President; BC Aces

"A small group of enthusiasts has been keeping Free Flight alive in B.C. more or less since the late 90s. By good fortune and good contacts we have three modest fields in the Abbotsford area to fly in, which we can access as and when the hay crop allows. In 2012, we got back to what had hitherto been our favourite field, fairly close to the Abbotsford Parachute club, but which had been in corn and thus, unavailable for several years. None are big fields by any stretch – maybe 60 acres or so, but each is fairly long, and retrieving models out of adjacent fields is reasonable for the most part.

"These last few years, the Vancouver area of B.C. has experienced cool, wet springs, followed by dry warm summers extending well into the autumn. With fields other than our favourite, this caused problems as adjacent fields were all corn, and by the time the decent weather showed up, the corn had reached a model swallowing height, and retrieval of wayward flights was a pain. That said, few models have been lost other than to careless setting or, in some cases, failure to set a working DT. Tracking systems really come into their own in high corn!

"In 2011, we tried a new small field contest concept whereby the field boundary is the 'max.' All scoring flights have to start from and land in the field. An inaugural contest took place on Mid-Summer's Eve in idyllic conditions, and was fairly successful, with the winner posting

about six minutes for three flights in a 50-acre field.

"We repeated in 2012, in conditions that were almost a carbon copy of 2011 – attendance was down a bit in 2012 as some fairly significant road works near Vancouver made travel out to the Fraser Valley field somewhat less than enjoyable. Anyway, again, the winning total was close to six minutes in three flights and the longest single flight was about 2:30 with a cabin rubber model.

"We've tried the concept for daytime contests, but it's been more challenging, with more out-of-field attempts than dur-

and they have all been decent flyers. We also have a batch of near identical 12" Catapult gliders for a 'Rent-a-Cat' contest, and we have a very swish take-off ramp built by Chris 'Country Boy' Sackett for our Commercial Rubber contest, which we fly ROG.

"In general, with the current group of enthusiasts, small rubber models are most popular, followed by HLG and P30. I have been keeping the flag flying (so to speak) so far as gas models are concerned, but mid-1960s Canadian team member, Don Elliot, has recently re-joined the fray, flying some of his (original) 60s F1Cs. Only very occasionally do we see a tow-line model.

"For 2012, we tried the P20 rubber class – and six models made it to the field, and for 2013, at Norm Beattie's suggestion, several Aces members are building Keil Kraft Senators.

"Summer 2012 was a good one for flying f/f. Starting with our Mid-Summer's Eve contest, Aces Club members were out on the field every week until Thanksgiving Day weekend, and there were many pleasant, calm days and evenings spent with Free Flight models of all sorts in the air over the Fraser Valley.

"Here's hoping that 2013 will be as good!"

Chris Sackett requested that I locate and update the MAAC Free Flight outdoor competition model rule book. I've updated it for 2013 and it will be added to the MAAC web-

site as a .pdf file for those who wish to have a copy.

Next issue, I plan to bring you a report on Canadian activities at the Fab Feb series of contests in California and a catapult glider plan.

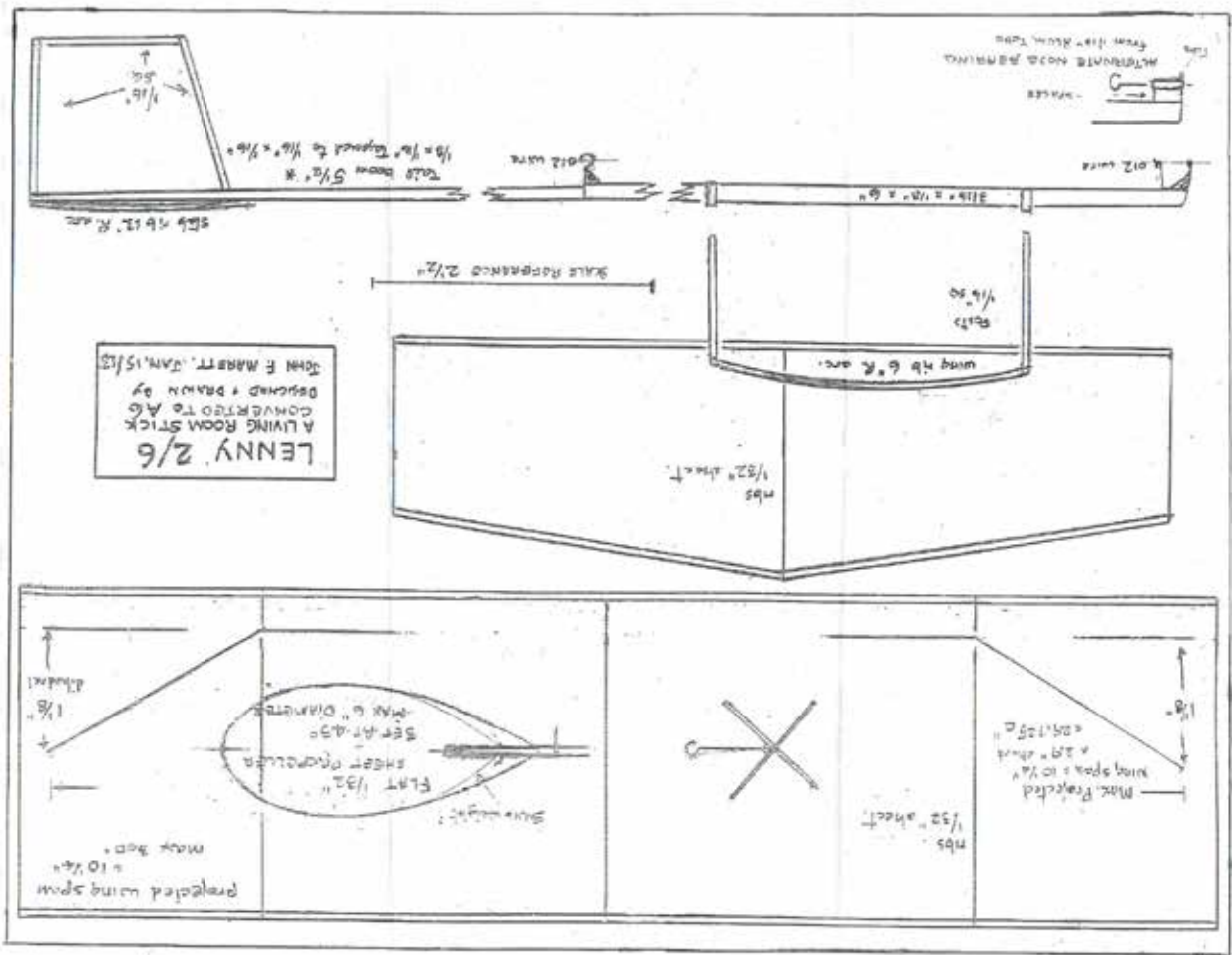
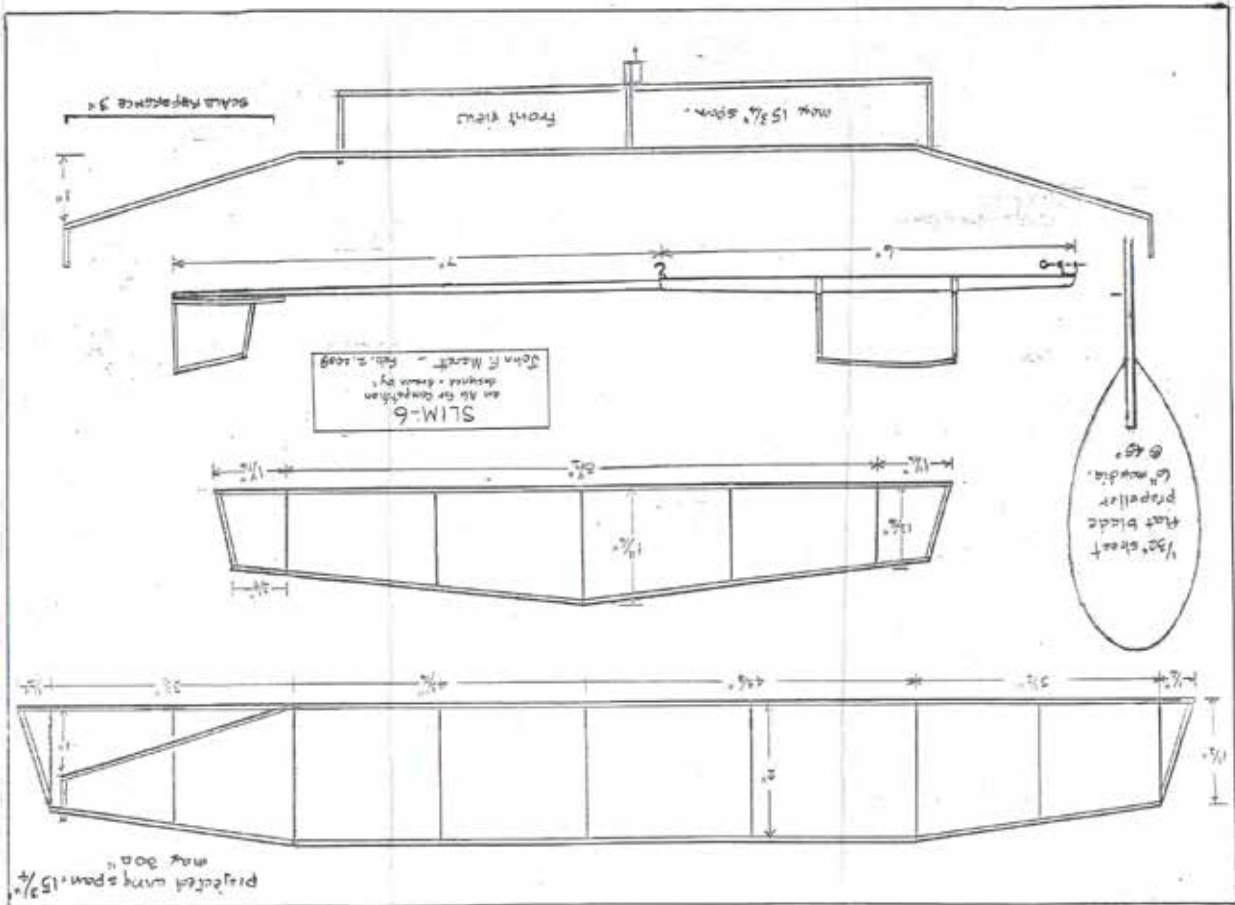
Spring flying weather is finally here, so let's all get out into the fresh air and enjoy this great hobby! ✈



Nigel Dance gets ready for launch. / Nigel Dance se prépare à lancer sa maquette de vol libre.

ing the evenings. Currently, we allow any model to compete – no rubber, tow-line, or engine run limits – just the one rule; scoring flights have to start from and land in the field. What could be simpler?

"The BC Aces Club runs a number of low-key contests. 2013 will be the eighth year for the Sparky Contest – Sparky being Ed Lidgard's good flying small cabin rubber model, as kitted by Comet. More than a dozen Sparkys have been built,



Free Flight Indoor



John Marett 651
Chair
905-985-4458

This issue marks the 25th anniversary of the Indoor Committee in Canada. There was no Indoor RC when, as chairman, I wrote the first column for the May/June 1988 of Model Aviation Canada Magazine. That issue featured a concise chart for most of the Free Flight indoor competition classes, many of which are still valid.

I hope to soon update that listing since new classes have appeared, notably in the FAI grouping and most recently, the A6 and revised 10 ma Electric duration event. Since we adopted the basic AMA rule book in 1988, their rules can be found on the internet and all except kit plan scale, are open to record attempts at sanctioned events in Canada and the USA.

There are specific rules and forms for Canadian indoor records which I will provide if you call me at 905-985-4458.

The A6 class is a very simple model built with min. 1/16' square balsa, tissue covered, with a maximum wing area of 30 sq. in. and a flat-bladed 1/32' sheet propeller. Minimum weight is 1.2 grams.

The 2013 International Indoor Postal Contest for mini sticks and the A6 has just concluded. I managed a few flights and also had our ten-year-old junior listed in A6. Since this was run out of Albany, Oregon, I have no results yet.

The A6 first appeared about 1988 and I used the concept to produce the B8 model which we built in local schools and by newcomers, some flying over four minutes in the gym.

The twin fin versions resulted in the Easy A, B10 and my 50 ma Electric Duration models. The A6 is perfect for

small sites and club contests and can be built in about four hours. If you would like a plan, let me know.

The simpler A6s have the usual format, while the real competition models have high aspect ratio wings and stabs with twin fins. Bill Gowan, who holds three of the US records, flies almost tandem wing with a droop tail and says the main problem is keeping the weight down.

I have included drawings for two versions of the A6 in plan form since each is so different from the other. This gives you an idea of the range of the class.

NEW RECORDS

Liam Bird, Cat. I, A6, Junior, 1:22
John Marett, Cat. II, A6, Open, 6:08
John Marett, Cat. II, unlimited catapult glider, Open, 1:51.4 ✨

Vol libre intérieur



John Marett 651
président
905-985-4458

Ce numéro marque le 25e anniversaire du Comité de maquettes de vol libre intérieur au Canada. À l'époque, il n'y avait pas de vol intérieur télécommandé lorsque, à titre de président du Comité, j'ai rédigé la première chronique dans le numéro de mai/juin 1988 de Model Aviation Canada. Ce numéro renfermait un tableau précis de la plupart des catégories de vol libre de compétition, dont plusieurs subsistent encore aujourd'hui.

J'espère pouvoir bientôt effectuer une mise à jour de cette liste puisque de nouvelles catégories ont été créées, notamment au sein de la Fédération aéronautique internationale (FAI) et plus récemment, chez la catégorie A6 et épreuve électrique de durée 10 ma. Depuis que nous avons adopté le livret de règlements de l'AMA américaine en 1988, on retrouve les règlements en ligne et toutes les catégories -- à l'exception des copies volantes construites à partir de plans -- peuvent accepter de nouvelles tentatives de record lors de concours parainés au Canada et aux États-Unis.

Pour les records canadiens de vol intérieur, il y a des règlements et formulaires spécifiques auxquels on doit répondre et je vous en ferai part si vous m'appelez au 905 985-4458.

La catégorie A6 consiste en une maquette très simple de bâtonnets de balsa de 1/16 de pouce (les bâtonnets carrés) au minimum et recouverte de tissu, dotée d'une surface alaire ne dépassant pas 30 pouces carrés et munie d'une hélice à pales plates de 1/32 de pouce. Le poids minimal doit être de 1,2 gramme.

Le Concours postal international 2013 des mini sticks et de l'A6 vient de se terminer. J'ai réussi à exécuter certains vols et j'ai inscrit un membre cadet âgé de dix ans au sein de l'A6. Puisque ce concours émanait d'Albany (état de l'Oregon), je n'ai pas encore obtenu de résultats.

La maquette A6 est apparue vers 1988 et j'ai utilisé le concept afin de produire la maquette B8, que nous avons construite dans les écoles (avec des débutants); certaines maquettes ont ainsi volé pendant plus de quatre minutes dans le gymnase.

Les versions à doubles dérives ont donné lieu à l'Easy A, B10 et à mes maquettes de vol électrique de durée 50

ma. La maquette A6 se prête très bien aux lieux un peu plus confinés et aux concours de club et on peut en construire une en quatre heures, environ. Si vous aimeriez obtenir un plan, faites-le moi savoir.

Les A6 un peu plus simples ont le format habituel, tandis que les vraies maquettes de compétition sont dotés d'ailes à l'allongement plus fin et de stabilisateurs sur lesquels sont fixées de doubles dérives de direction. Bill Gowan, détenteur de trois records américains, fait voler une maquette à ailes montées en tandem et à la queue pendante. Il dit que le problème majeur, c'est de ne pas ajouter trop de poids, au cours de la construction.

J'ai inclus des dessins de deux versions de l'A6 (sous forme de plan) puisque l'une diffère tellement de l'autre. Cela vous donnera un aperçu de toute la latitude possible à l'intérieur de cette catégorie.

NOUVEAUX RECORDS

Liam Bird, Cat. I, A6, Junior, 1:22
John Marett, Cat. II, A6, Open, 6:08
John Marett, Cat. II, unlimited catapult glider, Open, 1:51.4 ✨

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

Some random musings.

I am becoming more and more convinced as I get older that we are increasingly becoming a society of spectators and voyeurs, living vicariously off the achievements of our favourite sports team, or entertainers. We can also source modern electronic wizardry that allows us to use that tiny handset to access almost anything we could care to watch in order to amuse ourselves while we are waiting for our all too short lives to end!

Personally, I am trying to do less of this, and indulge myself more in the creativity that our wonderful hobby/sport allows us. I believe that aeromodeling without building is a bit like flying a simulator – a nice way to learn to fly without bending an airplane, but as exciting as watching paint dry once you have learned how to do it.

So, if you really want to experience the true thrill of model flying, you have to build the airplane yourself. For when you have created, and maybe even designed, a piece of handmade art that is capable of the miracle of flight, you will finally understand and respect the great achievements of our predecessors, who over the past century or so, have been pioneers and innovators in the field of model aviation.

Recently, at the FAI/CIAM meetings held in Switzerland, a debate took place as to what we should call, and how



A rather pretty Consolidated A-11 Dive Bomber built by Paul Smith of Sterling Heights, Michigan. The original plan was drawn by Walt Musciano about 50 years ago. It has a .45 sized glow engine for power and a wingspan of 40". A nice flyer! / Un ravissant bombardier en piqué Consolidated A-11 qu'a construit Paul Smith, de Sterling Heights (Michigan). Les plans originaux ont été dessinés par Walt Musciano, il y a environ 50 ans. La maquette est dotée d'un moteur .45 et possède une envergure de 40 pouces. Elle vole très bien!

should we define our pastime. Recently, some think that the term aeromodeling is too uninteresting to grab the interest of those marketing other forms of sport aviation for the purposes of mass entertainment. But do we really want to sell our souls to these folks who exploit the skill of brave airmen for the purpose of providing aerial gladiators in order make money from the 'gate,' or to advertise their products?

Frankly, I like our sport of aeromodeling the way it is, thanks very much! The time I spend building and flying gives me some respite from a world that seems too

much engaged in exploiting the poor and the weak for the purposes of amassing huge profits. I also don't want our activity to become just another avenue for corporate gain, even if that means that I have to help foot the bill for contest prizes, and all the related expenses that go with running model meets.

Call my dream of what I think model building and flying really is unprogressive if you wish! But then I was always easily pleased, especially if the airplane that I had just finished flew on the first attempt, and then arrived back on Earth without any serious damage. ✈

Vol Circulaire

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

Quelques pensées, comme ça.

Je suis de plus en plus convaincu en vieillissant que nous devenons de plus en plus une société de spectateurs et de voyeurs, que nous nous complaisons à vivre selon les accomplissements de notre équipe sportive préférée ou de nos artistes préférés. On pourrait aussi blâmer les percées technologiques qui nous permettent d'utiliser cette toute petite manette afin d'avoir accès à tout ce que

nous voulons regarder afin de nous amuser pendant que nous attendons la fin de notre vie trop courte!

Personnellement, j'essaie de faire moins de ça afin de pouvoir me plonger davantage dans la créativité que nous offre notre merveilleux passe-temps et sport. Je crois que l'aéromodélisme sans construire une machine, c'est comme piloter un simulateur -- c'est une bonne façon d'apprendre à voler sans endommager un avion, mais c'est aussi excitant que de regarder sécher la peinture, une fois que vous avez appris comment l'appliquer.

Donc, si vous voulez vraiment vivre la griserie du vol de maquette, vous devez construire votre appareil. Lorsque vous l'aurez créée, peut-être même conçue, cette pièce d'art qui réussit à voler, vous comprendrez finalement et respecterez les accomplissements de nos prédécesseurs qui, il y a plus d'un siècle, étaient des pionniers et des innovateurs en aéromodélisme.

Récemment lors des réunions de la FAI/CIAM en Suisse, un débat a été lancé sur ce que nous appelons -- et comment nous devrions définir -- notre passe-

suite à la page 58

Electric



Rod McRae 058L
Chair
250 768 7300 rmcrae12@telus.net

Well, it is time to introduce the new members of the Electric Committee to the MAAC membership. We have five new members this year and with the returnees, it makes a committee of 12 members.

The purpose of this introduction is to make the wealth of background knowledge available on this Committee known to all MAAC members. If any member needs help, please contact any member of the E. Committee that you wish. Addresses are available on the MAAC Electric Committee website.

I would also like to advise you to check out the Electric website and see the new article on LiPo batteries. It is an expansion of the shortened version that was in a recent Model Aviation Canada issue, and I think you will find it very interesting.

Here are a few words from each of the new Committee members:

Bill Collier: My introduction to the hobby of model aviation was back in 1972. I now fly a 1/4 scale Cub and 1/4 scale Super Cub with E-flite power 160

for towing. I am learning to be a tug pilot this year.

Ninety nine percent of my electrics are scale aircraft with most being taildraggers, and a couple of electric gliders for ALES.

Norman Cook: I first became interested in flying RC model aircraft about 35 years ago. At the time, I was involved with a group of Vernon fliers interested in sailplanes. In the mid-1980s family obligations pushed the hobby aside. About three years ago, my son said to me "Guess what I have..." and showed me an RC aircraft - and I am (happily) back into the hobby.

I fly electric powered aircraft only and very much enjoy designing power systems for my aircraft. At this point, building for me is more like "assembling components" as I like to fly as much as possible. I find I enjoy the discipline and challenge of precision pattern flying.

I currently have several functioning aircraft in the hangar, including a 3DHS 62" Osiris and an EF 2M Vanquish. The Osiris is powered by five cells, a CC controller, a Scorpion 4025-10 motor and a 16x10 prop. The Vanquish has the Silver Bullet power system recommended by EF.

John Weekes: I have been involved with most aspects of model aviation since 1968 when I built my first rubber powered Guillows model. Presently, I am a member of a number of clubs in the Ottawa area and PEI and am a past president of the Ottawa Remote Control Club and served on the club's executive committee in various capacities for a period of over ten years.

I began with electric technology about ten years ago and now fly giant scale gas but most electric models of all sizes from micro-sized indoor models to giant scale and EDF jets. I am also a builder/pilot for Team Great Hobbies Product Review and Scale.

Jim Holland: Jim is a long term glider enthusiast, has been involved in ALES models, as well as small and medium sized electric powered models for some time now. Jim works at Winnipeg's Cellular Dweller hobby shop and needs no introduction in the Manitoba area.

Al Allman: Al is another ex-Winnipegger, is well known in the Vernon B.C. area. Al is a long time member of the Vernon Aeromodelers Society and an enthusiastic Indoor flier. ✈

Électriques



Rod McRae 058L
Président
250 768 7300 rmcrae12@telus.net

Eh bien, c'est le temps de présenter les nouveaux membres du Comité de maquettes électriques. Nous comptons cinq nouveaux membres cette année et avec ceux qui reviennent, nous sommes 12.

Le but de cette introduction est de faire connaître aux membres du MAAC quelle est la richesse des connaissances ainsi assemblées. Si un quelconque membre du MAAC a besoin d'aide, il n'a qu'à communiquer avec n'importe quel membre du Comité. Vous trouverez les coordonnées au site Web du Comité de maquettes électriques.

J'aimerais vous aviser que vous devriez vérifier le site Web et lire le nouvel article sur les piles LiPo. C'est une version allongée de ce qui a paru dans un numéro de Model Aviation Canada et je crois que vous le trouverez très intéressant.

Voici une petite introduction pour chacun des nouveaux membres du Comité:

Bill Collier : Mon introduction à l'aéromodélisme remonte à 1972. Je pilote maintenant des copies volantes à l'échelle 1/4 d'un Cub et d'un Super Cub, ce dernier muni d'un moteur E-flite 160 afin de faire du remorquage aérien. Cette année, j'apprends justement à devenir pilote d'avion remorqueur.

Sûrement 99 % de mes avions électriques sont des copies volantes à train classique et je possède quelques planeurs électriques pour les concours ALES.

Norman Cook : Je me suis d'abord intéressé au vol de maquettes télécommandées il y a environ 35 ans. À l'époque, j'étais actif au sein d'un groupe d'amateurs de planeurs à Vernon. Au milieu des années 1980, mes obligations familiales ont mis au rancart mon passe-temps. Voilà environ trois ans, mon fils m'a dit : "Devine ce que j'ai là..." et il m'a montré une maquette télécomman-

dée. Je suis heureux d'avoir effectué un retour au sein de notre passe-temps.

Je pilote uniquement des maquettes électriques et j'aime beaucoup concevoir des systèmes de motorisation pour elles. À ce point-ci, la construction ressemble davantage à l'assemblage de composantes puisque j'aime voler le plus souvent possible. Je me suis aperçu que j'aime beaucoup la discipline et le défi que représente la voltige.

Présentement, je compte plusieurs maquettes en ordre de voler dans le hangar, y compris un Osiris 3DHS (envergure de 62 pouces) et un EF Vanquish de deux mètres. L'Osiris est mû par cinq éléments, un contrôleur de vitesse CC, un moteur Scorpion 4025-10, le tout traccé par une hélice 16 X 10. Le Vanquish possède le système de motorisation Silver Bullet, tel que recommandé par EF.

John Weekes : J'ai été impliqué au sein de la plupart des disciplines de l'aé-

suite à la page 58

Thomas Russell 22036
Chair
905-425-1531 mansterrussell01@aol.com

By the time you read this article, R/C Giant Scale flying in Canada should be in full swing. I personally have planned out my summer events schedule and what planes I will be taking to each. When thinking about which events I plan to attend, I realize that there are good reasons why I go to some and not others.

I have recently read a great article written by Brian Wattie in official IMAA magazine High Flight about making your event bigger and better. After reading this article, I realize that he is bang on the money as to what attracts pilots to some events and not others. Since a number of readers are actively involved in planning and running events, I have summarized some of the most important points in running a great event.

Announcing the event to as many flyers, spectators, media and prospective sponsors as possible, is of utmost importance and requires a major effort for someone to undertake. After all, if you do not have pilots, you do not have an event.

Getting the flyers to attend can involve incentives like low-cost or no entry fees, a great venue close to areas with many active pilots, great pilot prizes (lots of them), a well organized flight line that provides equal time for all participants (not just the few hot shot guys/girls) and a great announcer that recognizes the flights and aircraft of all flyers.

The next key activity is getting prospective sponsors to actually attend the event and provide some of the prizes that will attract flyers. You need to recognize them through your website, banners dur-



Bill McCallie's P47D Thunderbolt is a collection of different items from multiple vendors. The plane has a 96-inch glassed wing from a custom kit cutter. It uses a Roy Vaillancourt Models fiberglass fuse and cowl; the engine is a 3W75; the radio is a JR10X on 2.4, servos are a combination of Hitec, JR and Futaba. It has a Zirolli canopy, Sierra retracts and is painted with Glasskote. All up, it weighs 42 lbs and has now got seven flights on it. / Le P-47D Thunderbolt de Bill McCallie est une collection de plusieurs articles en provenance de plusieurs vendeurs. La maquette possède des ailes d'une envergure de 96 pouces, recouvertes de fibre de verre, qu'a préparée un fabricant de kits personnalisés. Le fuselage et le capot moteur proviennent de Roy Vaillancourt Models; le moteur est un 3W75; l'émetteur est un JR10X de technologie 2.4; les servos sont une combinaison de Hitec, JR et Futaba. Le Thunderbolt est muni d'un canopy de chez Nick Zirolli et d'un train escamotable Sierra et a été peint à l'aide de Glasskote. Prêt à voler, il pèse 42 livres et Bill a inscrit sept vols.

ing the event, logos on any material distributed before or at the event AND recognition of their presence multiple times during the event itself. Providing free space for them to set up a booth goes a long way toward getting, and keeping them involved!

If you do these key things well, your event will grow as you persevere from year to year. It will not happen overnight but your event will grow as word of mouth gets around that your event is a

MUST to attend.

The IMAA event at Kingston, Ontario is one of those events that once you go, you will plan to return year after year. Another major event that I consider to be the granddaddy of all R/C events in southern Ontario is the Kitchener/Waterloo Dutchmen event in early September.

I am sure you have really well run events in your part of the country as well. If you want it noted in this column, please send me a review. ✈

Copie Volantes Géantes

Thomas Russell 22036
Président
905-425-1531 mansterrussell01@aol.com

Au moment où lirez cette chronique, les vols de petits-gros auront repris de plus belle au Canada. Personnellement, j'ai déjà aligné mes rassemblements de l'été et quelles maquettes je vais apporter à chacun d'entre eux. Lorsque je songe à ces rassemblements, je m'aperçois qu'il y a de bonnes raisons pour lesquelles je

me déplace à certains d'entre eux et pas à d'autres.

J'ai récemment lu un très bon article de Brian Wattie dans la revue officielle de l'IMAA, High Flight, sur la façon de faire grossir (en importance) votre événement. Après avoir lu l'article, je me suis aussi rendu compte qu'il a frappé dans le mille relativement à ce qui attire des pilotes à certains rassemblements et pas à d'autres. Puisque plusieurs lecteurs de cette chronique sont très impliqués dans

la planification et la gestion de tels événements, j'ai résumé certains des points les plus saillants.

Il est de la plus haute importance d'annoncer le rassemblement à autant de pilotes, spectateurs, médias et possibles commanditaires que possible et cela requiert tout un effort. Après tout, si vous n'avez pas de pilotes, vous n'avez pas de rassemblement.

Histoire de mousser la participation

suite à la page 58

RC Helicopter



Mark Everett 79872
Chair
519-622-1132 markeverett@sentex.ca

The 2013 FAI World Championships for model helicopters are being held this month, on July 19 to 28.

Scott Gray gives us this column that shows the work and preparation involved in competition flying.

Good luck Scott and Bill - Go get 'em.

HELI TEAM WORLDS PREPARATION

by Scott Gray

"This year, the F3C Helicopter precision aerobatic World Championships (WC) will be held in Wloclawek, Poland.

"My teammate Bill Tinsley and I are preparing to compete in what will be my tenth Worlds and Bill's fourth. As always, our goal is to move up in the ranks further and compete to the best of our abilities while representing Canada.

"F3C competition is focused on flying perfect precision manoeuvres, and is judged by a panel of five international judges. Four preliminary rounds flown over four days determine the top 15 pilots who then qualify to fly for three more fly-off rounds.

"Competing at the Worlds can be quite intense, and with typically more than 80 of the World's best pilots competing, there is little room for error! Even though the WC are still a few months away, we have already started to prepare, build new helicopters and practice.

"A lot of discipline is needed to practice the F3C schedule nearly every day. To be most effective, every practice flight is flown as if at the contest. To do this, we mark out, measure, and paint on the



Scott Gray, left, and Bill Tinsley are headed to Poland to represent Canada at the F3C Helicopter Worlds. / Scott Gray (à g.) et Bill Tinsley se dirigent vers la Pologne afin de représenter le Canada au Championnat mondial F3C d'hélicoptères.

field the exact F3C hovering box. We also place regulation hovering flags, landing circles and pilot position markings on the grass as if it was the WC set-up right at our own fields.

"Most weeks, we will fly four to five days, with up to six flights each day. I have found that too much practice can be mentally tiring, but too little leaves too much to chance at the real event. We also fly in nearly all weather except rain because we must be able to fly the F3C manoeuvres in all conditions, wind directions and even gusty, horrible days that most RCers would just look outside and say 'no thanks!'

"F3C allows electric and nitro helis up to 6.5kg weight and various other specifications. Bill is flying electric-powered JR Vibe SG E12s and I will be using the new JR Sylphide EX, which is an extended boom and blade version that is 800-blade size, right to the max weight

and rotor span allowed by F3C rules.

"Electrics have advantages for F3C because of the quiet, smooth flight, and each flight is the same power and performance no matter where we are, or the weather conditions.

"Aside from the practice, building, and maintaining over the next few months, we also are busy arranging our stay in Poland, battery shipments, generators for charging, rental cars and locating secret practice sites in Poland so we have our own field to concentrate and focus on our flying.

"The Worlds are a very rewarding competition to fly in, but it certainly comes along with a lot of effort and planning. We look forward to reporting more about our preparations soon and will do our best in Poland for Canada!"

More information about the FAI-F3C rules and manoeuvres can be found at www.fai.org ✈

RC Hélicoptères



Mark Everett 79872
président
519-622-1132 markeverett@sentex.ca

Le Championnat mondial FAI en 2013 pour hélicoptères se déroulera ce mois-ci, du 19 au 28 juillet. Scott Gray nous offre cette chronique qui montre le travail et les préparatifs qu'implique le vol de compétition. Bonne chance à Scott et Bill -- entrez dans la mêlée!

LES PRÉPARATIFS POUR L'ÉQUIPE D'HÉLICOPTÈRE AU CHAMPIONNAT

par Scott Gray

« Cette année, le Championnat mondial d'acrobatie de précision pour hélicoptères (F3C) aura lieu à Wloclawek (Pologne).

« Mon coéquipier Bill Tinsley et moi nous préparons à livrer combat lors de ce qui sera mon dixième championnat mondial et le quatrième pour Bill. Comme toujours, notre objectif est de nous hisser

davantage au classement et de nous mesurer aux meilleurs pilotes au meilleur de nos capacités en représentant le Canada.

« La compétition F3C est axée sur l'exécution de manoeuvres de précision parfaites, ce que jugeront cinq modélistes internationaux. Quatre rondes préliminaires seront disputées sur quatre jours afin de sélectionner les 15 meilleurs pilotes qui se qualifieront par la suite pour trois rondes de départage (fly-off).

suite à la page 59

RC Indoor



Gaston Boissonneault 42053L
Chair
705-969-6728 gbjets@cyberbeach.net

Hi everyone.

As you read this article, sadly the indoor season will have already ended.

It was a memorable season for us, to say the least. Our group had a great time practicing Basic F3P manoeuvres every Sunday for an hour near the end of every Sunday sessions.

As the season progressed, we decided to hold a small low-key competition loosely based on the F3P indoor pattern manoeuvres. We were very fortunate to have some IMAC pilots in our group, such as Lee Prevost, Kent Fabbro and Brendan Grace, to help with the scoring.

We ended up with ten pilots, a very decent number for a first contest, and everything went smoothly. There were no major incidents, except for a few encounters with the floor, walls, ceilings, baskets.

I must have been extremely lucky not to hit anything and that's most likely why I

came in first. It certainly wasn't because of my impeccable flying!

Some valuable lessons came to light from our small event. We're already making plans to change our schedule in order to allow more time for pilots to practice, we might start our Sunday F3P practices a little earlier to leave more time for regular flying. We will send event notices earlier to accommodate pilots from other clubs in Northern Ontario. Finally, I'll apply for at least three permits to have our events held on Saturdays instead of Sundays, not to take away precious regular flying time from the rest of the group.

The competition was the culminating point of our indoor season but I sincerely think that the practices held every week-

end were the most entertaining part of it all. At times, we were learning and as a bonus, we were having fun and just enjoying each other's company.

You don't necessarily have to follow rigid rules to practice or to hold an event. You can certainly make your own schedule and your own rules, the size of the venues that are available to you might have a huge impact on your decisions.

The benefits of indoor flying are enormous, they become very apparent when the summer season comes around. You'll feel more confident and hopefully, you won't lose your skills during winter but gain valuable experience. These improved skills will likely help you throughout the rest of the summer.

Happy and safe flying. ✈



RC Vol Intérieur



Gaston Boissonneault 42053L
Président
705-969-6728 gbjets@cyberbeach.net

Bonjour, tout le monde.

Au moment où vous lirez cet article, la saison de vol intérieur sera déjà terminée.

Celle-ci a été mémorable pour nous. Notre groupe s'est beaucoup amusé à pratiquer les manoeuvres de base F3P à tous les dimanches pendant une heure, vers la fin de nos séances de vol.

À mesure que progressait la saison, nous avons décidé d'organiser un modeste concours basé sur les manoeuvres de voltige de vol intérieur F3P. Nous sommes chanceux de compter quelques pilotes IMAC au sein de notre groupe : Lee Prevost, Kent Fabbro et Brendan Grace, qui nous ont donné un coup de main au pointage.

En bout de ligne, nous étions dix pilotes -- un groupe intéressant pour un premier concours -- et tout s'est bien dé-

roulé. Il n'y a pas eu d'accident majeur à l'exception de rencontres brutales avec le plancher, les murs, les plafonds ou des filets de ballon-panier. J'ai dû être très chanceux puisque je n'ai rien frappé et c'est peut-être pourquoi j'ai terminé en première place. Ce n'était certainement pas en raison de mon pilotage sans faille!

Nous avons appris quelques bonnes leçons à la lumière de notre concours. Nous avons déjà l'intention de modifier notre horaire afin de permettre aux pilotes de pratiquer. Il se peut que nos pratiques de F3P le dimanche débutent un peu plus tôt afin de laisser un peu plus de temps au vol ordinaire. Nous enverrons des avis à cet effet un peu plus tôt afin d'accommoder les pilotes en provenance d'autres clubs du Nord de l'Ontario. Finalement, je logerai une demande afin d'obtenir au moins trois permis afin d'offrir nos séances le samedi au lieu du dimanche, de sorte à ne pas voler de précieux temps de vol au reste du groupe.

La compétition a été le point culmi-

nant de notre saison de vol intérieur mais je crois sincèrement que les pratiques hebdomadaires ont été les plus divertissantes. Parfois, nous apprenions quelque chose et en boni, nous nous amusons follement et passions du temps en compagnie d'autres modélistes.

Vous n'avez pas nécessairement besoin d'observer des règlements très rigides si vous voulez pratiquer ou si vous voulez organiser un concours. Vous pouvez certainement concevoir votre propre séquence et vos propres règlements; les dimensions de votre lieu de vol auront un impact sur les décisions que vous prenez.

Les bénéfices du vol intérieur sont énormes et ils se manifesteront lorsque revient la saison de vol à l'extérieur. Vous aurez davantage de confiance et avec un peu de chance, vous ne perdrez rien de votre aptitude de pilotage pendant l'hiver; au contraire, vous accumulerez de l'expérience très valable. Cette habileté vous aidera tout au long de l'été.

Bons vols, en toute sécurité. ✈

RC Precision Aerobatics



Hartley Hughson 50988L
Chair
604-885-5085 hhughson@dccnet.com

Throughout the year, the Precision Aerobatics Committee members exchange ideas via e-mail and then form recommendations that are voted on after discussion with fellow flyers. The recommendations that are passed are then forwarded to the MAAC directors to vote on at the Annual General Meeting.

This year, the changes that were approved for 2013 and 2014 and are now reflected in the Radio Control Precision Aerobatics Rule Book are as follows:

Section 2.1, Team Trials, now includes this paragraph:

“The deadline for registrations for any Team Trials competition will be a minimum of 30 days prior to the date of competition. The Contest Director for any Team Trials competition will e-mail the list of competitors to all registered competitors and the Pattern Committee

Chair at least two (2) weeks prior to the competition.”

Section 4.1, Sportsman Schedule, includes the insertion of a second Straight and Level Flight after the 1/2 Cuban Eight and before the Stall Turn (now Manoeuvre #13). This was done for safety reasons.

Section 4.3, Advanced Schedule, was amended to reflect the new schedule we will be flying for the 2013 and 2014 years. This schedule is the same as the American schedule, which can be found at <http://nsrca.us/index.php/sequences>.

The decision to recommend flying the same sequences as the American pilots is to make cross-border competition more attractive.

Section 4.4, Masters Schedule, was amended to reflect the new schedule we will be flying for the 2013 and 2014 years. Again, this schedule is the same as the AMA schedule and can be found at <http://nsrca.us/index.php/sequences>.

Look for the revised Rule Book and

fillable score sheets on the MAAC website at http://www.maac.ca/committees/maac_committee.php?cm=25 and on the Pattern West site at <http://members.shaw.ca/patternwestnews/patternwestnews/Welcome.html>.

Please note, there were no changes to the Intermediate sequences.

As I write this on May 12th, I am getting ready to try the new Masters sequences at the 'Pattern in the City' contest in Surrey, BC. I have not flown this year, so it should be fun.

I am looking forward to seeing the pattern gang and I understand some of the guys from Alberta will be attending also. It will be good to see them. After the contest, a bunch of us are heading south to take in the contest at Wenatchee, Washington. It is always fun to fly with the guys across the border. Looks like a great start to the 2013 season. ✈

RC - Acrobatie de Précision



Hartley Hughson 50988L
président
604-885-5085 hhughson@dccnet.com

Tout au long de l'année, les membres du Comité d'acrobatie de précision s'échangent des idées par le biais de courriels et formulent ensuite des recommandations sur lesquelles on vote après en avoir discuté avec d'autres pilotes. Ces recommandations qui sont approuvées sont ensuite expédiées aux directeurs du MAAC en prévision d'un vote lors de l'Assemblée générale annuelle.

Cette année, les changements qui ont été approuvés pour 2013 et 2014 sont maintenant reflétés à l'intérieur du livret de règlements d'acrobatie de précision. Elles vont comme suit :

Section 2.1, Épreuves de qualification d'équipe, comprend maintenant ce paragraphe :

«La date limite pour les inscriptions pour toute compétition d'épreuves de qualification d'équipe sera de 30 jours, au minimum, avant la date de ladite compétition. Le directeur de concours pour toute telle compétition devra envoyer par courriel la liste des concurrents à tous les concurrents inscrits ainsi qu'au

président du Comité de voltige au moins deux (2) semaines avant la compétition.»

Section 4.1, séquence Sportsman, comprend l'insertion d'un deuxième vol rectiligne et en palier (Straight and Level Flight) après le demi-huit cubain et avant le virage en décrochage (stall turn) (maintenant la manoeuvre 13). Ce changement a été effectué pour des raisons de sécurité.

Section 4.3, séquence avancée, a été modifiée afin de refléter la nouvelle séquence dont nous nous servirons en 2013 et 2014. Celle-ci est la même que la séquence américaine, qu'on trouve au lien suivant : <http://nsrca.us/index.php/sequences>.

Section 4.4, séquence des maîtres (masters), a été modifiée afin de refléter la nouvelle séquence dont nous nous servirons en 2013 et 2014. Celle-ci est la même que la séquence de l'AMA américaine, qu'on trouve au lien suivant : <http://nsrca.us/index.php/sequences>.

Guettez la publication du nouveau livret des règlements et des feuilles de pointage qu'on peut compléter soi-même au site Web du MAAC, au http://www.maac.ca/committees/maac_committee.php?cm=25 ainsi qu'au site Web de l'or-

ganisme Pattern West, au <http://members.shaw.ca/patternwestnews/patternwestnews/Welcome.html>.

Veillez noter qu'aucun changement n'a été apporté aux séquences intermédiaires.

Au moment où j'écris ces quelques lignes, le 12 mai, je me prépare à essayer les nouvelles séquences de maître (Masters) lors du concours Pattern in the City à Surrey (Colombie-Britannique). Je n'ai encore rien piloté cette année... Ça devrait être intéressant.

J'ai hâte de revoir le groupe d'adeptes de voltige et j'ai entendu dire quelques-uns des gars de l'Alberta seront aussi de la partie. Ce sera chouette de les revoir. Après le concours, plusieurs d'entre nous nous dirigerons vers le Sud afin de participer au concours de Wenatchee (Washington). C'est toujours agréable de faire voler des maquettes avec nos voisins américains. Il me semble bien que c'est un bien beau départ pour la saison 2013. ✈

RC Course Autour de Pylônes



Randy Smith 13141
Président
403-474-0708 pylon.guy@shaw.ca

Le Canada et ses concurrents continuent de se démarquer autour du monde. En avril dernier, Roy Andrassy s'est rendu à Iga City (Japon) afin de livrer combat à la KFC International Q40 pylon race. Quelque 23 concurrents en provenance du Japon et de l'Australie s'y trouvaient... et un seul héros canadien. C'est toujours un défi de taille de piloter une course dans un nouvel environnement. La topographie peut affecter le vent et donc, la trajectoire de la maquette sur le parcours. Les pilotes utilisent aussi souvent des points de repère qu'ils connaissent afin de tracer une ligne droite aussi près des pylônes que possible. Pour ces raisons, la course au Japon a constitué un véritable défi pour notre représentant canadien.

Toutefois, Roy est un concurrent redoutable. Après cette compétition de deux jours, il a ravi la première place et a établi le chrono le plus rapide de 57,97 secondes pour dix tours. Que de passer sous la barre de la minute, c'est un honneur qui n'arrive qu'au bout de beaucoup de travail et de pratique. Bien peu nombreux sont ceux qui y sont parvenus, mais Roy est maintenant un membre de ce club sélect.

Beau travail, Roy! Vous venez de placer la barre bien haut pour nous tous.

Dès son retour du sol nippon, Roy a aussi effectué tout un nettoyage lors de la série de courses Club 20 à Calgary. La neige a arrêté et le soleil est apparu le 5 mai à Calgary, de sorte à ce que les concurrents de Club 20 et d'Electric Formula One puissent conclure leur saison. Roy s'est classé en première place en Club 20 avec 84 points. Le concurrent qui s'est le plus rapproché de lui est Jack Ellefson avec 42 points. Darren Dale est arrivé troisième. Tous les pilotes pouvaient compter leurs meilleures dix courses.

Lors de l'épreuve d'Electric Formula One, la concurrence a été un peu plus vive. Kevin Moorehouse a connu dix bonnes courses et s'est classé au premier rang avec 94 points. J'ai réussi à me hisser en deuxième place avec 83 points et Chuck Swaney a terminé troisième. Ces courses d'Electric Formula One ont prouvé que les conditions hivernales ne constituaient pas un frein à la course autour de pylônes. Nous avons simplement détaché le train d'atterrissage et nous avons lancé nos appareils à la main. Les atterrissages se faisaient en douceur sur la neige.

Allan Umbach (d'Edmonton) et Chuck Swaney pilotaient le nouveau Proud Bird (de Great Planes pour la course E-F1. Ces maquettes volaient très bien et se dé-

brouillaient tout aussi bien dans les coins. J'ai hâte d'assembler la mienne, peut-être à temps pour les US NATS, cet été.

L'été s'annonce fort occupé. Au moment où vous lirez ces lignes, nous aurons terminé les courses du printemps (Quickie 500 et E-F1) à Calgary. Au début juin, nous disputons des courses Quickie 500 et Q40 à Edmonton et deux semaines plus tard, nous allons récidiver avec des courses Quickie/Q40 à Regina. Je vous ferai part de ces concours dans une prochaine chronique, de même que les résultats des NATS à Muncie (Indiana) et une semaine plus tard, les résultats d'un autre concours à Calgary. Ouf! Je suis fatigué uniquement à la pensée de toutes ces courses en première moitié d'été!

Finalement, un autre concours a été ajouté à l'horaire de l'Ouest canadien. J'aimerais remercier les Medicine Hat RCers d'avoir accepté d'être les hôtes d'une course, la fin de semaine des 7-8 septembre. La Canadian Prairie Pylon Racing Association fournira l'équipement du parcours et l'expertise voulue afin d'aider à la coordination. Le club de Medicine Hat fournit les juges et s'est porté volontaire afin d'accueillir le concours. Les membres de la CPPRA apprécient beaucoup ces efforts. Nous tenterons de vous offrir beaucoup d'action! ✈

Saskatchewan

suite de la page 25

Si vous voulez faire quelque chose ou faire changer quelque chose à l'opération de l'organisme, je vous suggère de prendre stylo et papier et de noter vos impressions et idées... parmi les points d'intérêt : statuts et règlements, charte (Constitution), les politiques et plusieurs autres...

Veuillez les lire et comparez les problèmes que nous avons connus au sein de l'organisme. Qu'aimez-vous ou que voudriez-vous changer? Rappelez-vous : c'est de votre organisme dont il s'agit et je vous encourage à vous impliquer.

Lors de l'AGA, le président du MAAC a lancé un appel auprès des membres qui possèdent une formation particulière de servir à titre d'experts en matière (Subject Matter Experts). Quelques domaines pourraient être de nature juridique, de structure organisationnelle et de gouvernance, il peut y avoir de la formulation de résolutions et de recommandations ou encore d'expertise financière en matière d'organismes sans but lucratif. Si cela vous intéresse, faites-le moi savoir.

Des membres sont-ils mûrs pour les prix Leader, du Temple de la renommée ou de l'accomplissement d'une vie? Jetez un coup d'oeil du côté de vos collègues de club. Il se trouve sûrement quelqu'un de remarquable au sein du groupe. Les exigences sont précisées au site Web. Si vous ne les trouvez pas, faites-moi en part et je vous les enverrai.

D'accord, les amis : je m'en vais faire voler des maquettes. Profitez de l'été! ✈

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RC Pylon



Randy Smith 13141
Chair
403-474-0708 pylon.guy@shaw.ca

Canada and its pylon racers continue to kick butt around the world. In April, Roy Andrassy traveled to Iga City, Japan, to compete in the KFC International Q40 pylon race. There were 23 competitors from Japan, Australia and a lone gunfighter from Canada. Racing in a new location that is unfamiliar is always a challenge. The local landscape can affect the way wind blows in and around the pylon course. This can significantly affect the flight path of the model around the course. Local landmarks and reference points are often used by pilots to navigate a line as close to the pylons as possible. For these reasons, the race in Japan was a real challenge for our MAAC representative, Roy.

However, Roy is a formidable competitor. After the two-day competition, he finished in first place and captured the fastest time for the weekend with a blistering time of 57.97 seconds for ten laps. Breaking the one-minute barrier in pylon is an honour that comes with a lot of hard work and practice. There aren't many who have done it, but Roy is a member of the sub-minute club.

Great job Roy! You have set the bar to a new level for all of us.

After returning from Japan, Roy also cleaned up in the Calgary Club 20 winter racing series. The snow stopped falling and the sunshine came out on May 5 in Calgary so that the Club 20 and Electric Formula One racers could finish up the season. Roy took first place in Club 20 with 84 points. The closest competitor was Jack Ellefson with 42 points. Darren Dale placed third. All pilots counted their best ten races.

In Electric Formula One, the competition was quite a bit closer. Kevin Moorehouse turned in ten good races to take first place with 94 points. I managed second with 83 points and Chuck Swaney placed third. The electric Formula Ones proved that winter conditions are

no barrier to pylon racing. We simply removed the landing gear and hand launched the models. Landings were easily accomplished with a smooth belly landing in the snow.

Allan Umbach from Edmonton and Chuck Swaney flew the new Great Planes Proud Bird E-F1. Chuck and Al's models were really flying well and they look very shape in the corners. I'm looking forward getting my own Proud Bird going, perhaps for the US Nats this summer.

It's shaping up to be



Roy Andrassy of Calgary takes first place and fast time at Iga City in Japan. Roy (kneeling center) poses with his Japanese hosts and adopted racing buddies from Australia. / Roy Andrassy de Calgary et son chrono le plus rapide à Iga City (Japon). Roy (agenouillé, au centre) s'est fait photographier avec ses hôtes japonais et ses camarades adoptés de l'Australie.

a busy summer. As you read this, we will have completed the spring season opener in Calgary with Quickie 500 and E-F1. In early June, we had Quickie 500 and Q40 in Edmonton and two weeks later, we had another Quickie/Q40 race in Regina. I will report briefly on those competitions in the next issue along with the results of the US Nats in Muncie, Indiana, and one week, later another contest in Calgary.

Phew! I'm tired just thinking about all of the racing in the first half of the summer.

On a final note, one more contest has been added to the schedule in Western Canada. I would like to thank the Medicine Hat RCers for vol-



The Calgary Club 20 group celebrates another successful winter racing series with Club 20 and Electric Formula One racers in hand. Roy Andrassy and Kevin Moorehouse take first place in the two events. / Le groupe de Calgary (épreuve Club 20) célèbre la fin d'une autre belle série hivernale en compagnie de concurrents de Club 20 et d'Electric Formula One. Roy Andrassy et Kevin Moorehouse ont récolté la première place dans ces deux épreuves. Photo by Peter Thannhauser.

unteering to host a pylon race for us on Sept 7-8 weekend. The Canadian Prairie Pylon Racing Association will supply all the race course equipment and expertise to help coordinate the race. The club from Medicine Hat is providing the race course judges and volunteers to put on the contest. The CPPRA race members really appreciate effort by the club to host a race for us. We will try to give you plenty of close and exciting racing action. ✨

RC Sailplane



Bob Hammett 5605
Column Editor
519-759-1939 the_hammetts@rogers.com

I was pleased to receive a note from Andrew Smith of the Halifax Electric Flyers Association (www.halifaxelectricflyers.com.) HEFA includes an active group of electric thermal-duration sailplane flyers. Power clubs in the area also often have a sailplane contingent. If they receive their permission, the club includes those individuals on e-mail promotions of our upcoming soaring events.

Speaking of outreach, Dick Colley is welcoming newsletter contributions to the first trans-Canada "R/C Soaring Annual" as proposed in our May issue. Drop Dick a line at colleydogge@execulink.com to see what he needs.

I'm looking forward to a pair of new events to be hosted by the Southern Ontario Glider Group. Our Winch Training and Thermal Workshop events will be one-day programs aimed at helping novice and intermediate pilots to overcome their wincha-phobia, and to improve their thermal detection skills. I'll comment on results in a

future column.

Canadian coordinator for League of Silent Flight, Ann Tekatch, has verified that MAAC insurance does cover cross-country flight-attempts required by LSF levels 3, 4 and 5. Note that to obtain this coverage, prior to your flight you must submit your flight-plan for review by the affected MAAC Zone Director.

Contact Ann (tekatch@sympatico.ca) for a list of things to include in your flight plan. Some Zone Directors might be unfamiliar with R/C cross-country soaring, and therefore may ask additional questions. Seize that opportunity to educate them on R/C soaring and the LSF movement. Thank you Ann, Roy Rymer (Middle Zone Director), Larry Rousselle (Insurance Committee) and Doug Anderson (Safety Committee) for constructive input on this question.

And finally, we celebrate the life of our friend, and MAAC Lifetime Achievement Award recipient Werner Klebert. Werner's obituary appears elsewhere in this issue. And we dearly miss him. ✈



Here's Charles Sparrow of the Model Aeronautic Society of Truro, Nova Scotia with his Prelude electric sailplane lands after a 23-minute thermal flight that reached about 900 feet. Apparently, Blue-Nosers have anti-freeze for blood. / Voici Charles Sparrow, de la Model Aeronautic Society of Truro (Nouvelle-Écosse) avec son planeur électrique Prelude. Il vient d'atterrir après un vol thermique de 23 minutes; sa maquette a atteint une altitude d'environ 900 pieds. Semble-t-il que les Blue-Nosers ont de l'antigel au lieu de sang dans les veines.

Planeurs



Bob Hammett 5605
Éditeur
519-759-1939 the_hammetts@rogers.com

Il m'a fait plaisir de recevoir une note d'Andrew Smith, de l'Halifax Electric Flyers Association (www.halifaxelectricflyers.com). HEFA comprend un groupe actif de pilotes de planeurs électriques pour thermiques. Les clubs d'avions motorisés conventionnels comptent aussi souvent un contingent d'adeptes des planeurs. Si ces personnes en donnent la permission, le club les inclut dans une liste électronique de promotion de nos rassemblements de vol à voile.

Tandis que je parle de communication, Dick Colley se fera un plaisir de recevoir les contributions de bulletin en prévision du premier R/C Soaring Annual transcanadien qui avait été annoncé dans notre numéro de mai. Écrivez un mot à

Dick au colleydogge@execulink.com afin d'apprendre de quoi il a besoin. J'ai bien hâte de vivre deux nouveaux événements qu'organisera le Southern Ontario Glider Group. Ceux-ci, la formation au treuil et un atelier sur les thermiques se dérouleront sur une seule journée et visent à donner un coup de main aux novices et aux pilotes intermédiaires afin qu'ils contrôlent leur phobie du treuil et qu'ils améliorent leur aptitude à détecter les thermiques. Je commenterai les résultats dans une prochaine chronique.

Ann Tekatch, la coordonnatrice canadienne de la League of Silent Flight, a vérifié : l'assurance du MAAC protège les pilotes qui voudraient faire un essai de vol cross-country afin d'atteindre leurs niveaux LSF 3, 4 et 5. Prenez bien note, cependant, que pour bénéficier de cette protection, avant d'entamer votre vol, vous devez soumettre votre plan de vol au

directeur de la zone concernée afin qu'il puisse l'examiner.

Communiquez avec Ann (tekatch@sympatico.ca) afin d'obtenir une liste des composantes à inclure dans votre plan de vol. Certains directeurs de zone pourraient ne pas connaître le vol à voile cross-country et pourraient poser davantage de questions. Profitez de l'occasion pour leur enseigner ce qu'est le vol à voile télécommandé et le mouvement LSF. Merci à Ann, Roy Rymer (directeur de la zone Milieu), Larry Rousselle (Comité sur l'assurance) et Doug Anderson (Comité sur la sécurité) pour leur apport constructif à cette question.

Finalement, nous célébrons la vie de notre ami -- et récipiendaire du Prix de l'accomplissement d'une vie du MAAC -- Werner Klebert. Sa nécrologie paraît ailleurs dans ce numéro. Nous nous ennuions beaucoup de lui. ✈



Peter Conquergood 5844L
Chair
705-738-6349 pconquer@gmail.com

There are lots of scale Fly Ins and rallies across the country this year; it's great to see so many folks enjoying scale flying in a fun and relaxed manner. Check the MAAC Calendar of Events, either on-line or in the back of this magazine to find one near you.

On the other hand, scale competitions have been few in the Eastern part of our country for the last few years, so it is very encouraging to see Simon Nadler and the Stetson Flyers developing a new scale competition activity.

On July 20, they will be having a Fun Scale contest and 'Boot Camp' where pilots new to scale can have an opportunity to learn, fly in competition, and experience being judged. Visit <http://www.scaleoverottawa.ca> for more information.

On the same weekend, there are two



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competitions in British Columbia: the B.C. Scale Classic in Vernon, which will offer a full range of competition; and the Hoods Up Fun Scale contest in Burnaby. Also in B.C. are the PDQ Scale Event in Parksville on June 21 and the Joel Clarkson Memorial Scale Event in Co-mox on July 27.

What are the benefits derived from competing in RC Scale? The main benefit is that it makes you a better pilot, and improves your regular sport flying. The discipline and practice needed for any form of RC aircraft competition, - be it scale, IMAC, or precision aerobatics - develops your flying skills.

Being able to consistently perform a defined manoeuvre in a planned part of the sky regardless of the wind strength and direction takes a lot of practice. Being able to have your model behave realistically in the sky takes patience. I find that facing these challenges makes for continual improvement and provides part of my motivation.

Being able to build a better model is also a benefit. Experiencing competition lets you see what works and what doesn't, it lets you share ideas and methods with fellow modellers, adding to the enjoyment that we get sharing this hobby with our friends.

The thought of going to that first contest can be intimidating. But if you enter with the intent of gaining experience and learning, it does not matter how well you place, you will do better next time with the experience under your belt. Start at the Fun Scale level, where the documentation required is minimal and it is all about the flying.

An event like the one being hosted by the Stetson Flyers provides a great low-stress learning experience. But you do not need to actually fly to gain experience; you can volunteer to be a judge or assist in operating a contest. This gets you in the middle of it all where you can watch and learn how it happens. Training as a judge will benefit your flying skill as your understanding of the manoeuvres and what can go wrong with them improves.

Choosing an aircraft for your competition model can be an interesting exercise. For Fun Scale, it is relatively easy; you probably already have a scale aircraft in your fleet that can be used. As you advance up the experience ladder, you may

want to have a model that is more competitive.

There are competition categories where you can have a lot of enjoyment and gain more experience with a model based on an ARF kit or perhaps an ARF that has been modified with added details or a revised colour scheme and markings. At the higher levels, you will need a model built specifically for competition.

Here are my thoughts on competition model selection.

First, the plane that you choose to build a model of should be one that you like, if not love. You will be spending a lot of time with it.

Second, the plane needs to be one that you can get good documentation for. Doing well requires that you can convince the judges that you have an accurate and detailed replica of a full-size aircraft. Access to the full-scale aircraft for taking photos and measurements makes that job a lot easier. Unfortunately, there are many interesting aircraft out there to model for which you cannot get adequate documentation.

Third, the subject needs to be an aircraft that matches your flying style and presents well to the judges. The judges make a big effort not to be biased by the particular model, but they are human, so that an aircraft that 'presents well' and looks good in the sky may score better.

An aircraft that penetrates the wind well cannot help but look better than a pre-WWI craft that is getting blown all over the sky. Competition happens on bad air days too. Jets can be impressive with their high speed, retractable gear, etc., and are actually easier to fly in a way that impresses, but contests have been won by simple fixed gear prop planes that have been flown very well. ✈



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Peter Conquergood 5844L
Président
705-738-6349 pconquer@gmail.com

Plusieurs Fly-ins et ralliements de copies volantes sont prévus d'un bout à l'autre du pays, cette année; c'est sensationnel de constater que plusieurs personnes s'adonnent au vol de copies volantes de façon agréable et détendue. Vérifiez le calendrier des événements à venir du MAAC, que ce soit en ligne ou à l'arrière de cette revue, si vous voulez en trouver un qui se déroule près de chez vous.

D'autre part, les concours de copies volantes ont été très rares ces dernières années dans l'Est du pays, si bien que c'est très encourageant de voir que Simon Nadler et les Stetson Flyers sont à concevoir une nouvelle activité de compétition.

Le 20 juillet, ces modélistes présenteront un concours Fun Scale et une école de formation rapide (Boot Camp) de sorte à ce que les pilotes qui arrivent tout juste au sein du giron des copies volantes puissent avoir la chance d'apprendre, de piloter dans un environnement de compétition et de vivre l'expérience de faire évoluer leur maquette devant des juges. Consultez le <http://www.scaleoverottawa.ca> pour récolter d'autres renseignements.

La même fin de semaine, deux concours sont prévus en Colombie-Britannique : le B.C. Scale Classic de Vernon, qui offre la gamme entière d'épreuves et le concours Hoods Up Fun Scale à Burnaby. Aussi dans cette province : le rassemblement PDQ Scale à Parksville, le 21 juin et le Joel Clarkson Memorial Scale Event à Comox le 27 juillet.

Quels bénéfices retire-t-on de la compétition de copies volantes? Le principal bénéfice, c'est que cela fait de vous un meilleur pilote et que vos vols sportifs réguliers s'améliorent. La discipline et la pratique dont vous devez faire preuve pour toutes les formes de concours de maquettes télécommandées -- qu'il s'agisse de copies volantes, d'IMAC ou d'acrobatie de précision -- amélioreront de beaucoup votre aptitude au pilotage.

Cela exige beaucoup de pratique fin de pouvoir exécuter uniformément une manoeuvre dans un secteur bien défini du ciel, sans égard pour la puissance du vent ou de sa direction. Il faut vous armer de

patience afin de réussir à piloter votre appareil de façon réaliste dans le ciel. Je m'aperçois que ma motivation provient justement de cette amélioration et des défis que je dois relever.

Autre bénéfice : être capable de construire une meilleure maquette. Vivre le milieu de la compétition, c'est constater ce qui fonctionne ou non, c'est partager vos idées et votre méthode avec des collègues modélistes, ce qui ajoute au plaisir de partager ce passe-temps en compagnie de nos amis.

Il peut vous sembler intimidant de prendre part à un premier concours. Si vous vous inscrivez avec l'intention de récolter de l'expérience et d'apprendre, le rang que vous atteindre importe peu; vous ferez mieux la prochaine fois, puisque vous aurez accumulé de l'expérience. Commencez au niveau des rassemblements Fun Scale, là où il ne vous faut qu'une documentation réduite et où l'accent est plutôt placé sur le vol.

Un rassemblement comme celui que préparent les Stetson Flyers vous permettra de vivre une expérience d'apprentissage avec un minimum de stress. Vous n'avez même pas besoin de piloter afin d'acquérir de l'expérience; vous pouvez vous porter volontaire afin de devenir juge ou donner un coup de main à l'organisation du concours. Cela vous placera au beau milieu de l'action et vous pourrez observer et apprendre comment ça se passe. Si vous suivez une formation de juge, votre aptitude au pilotage s'en trouvera améliorée puisque vous comprendrez les manoeuvres et ce qui pourrait se passer.

Choisir sa maquette en prévision de la compétition, ce peut être un exercice bien intéressant. Au sein de la discipline Fun Scale, c'est relativement facile; votre flotte de maquettes comporte probablement déjà une copie volante que vous pourriez utiliser. À mesure que vous gravissez les échelons, vous voudrez probablement vous doter d'une maquette plus compétitive.

Il existe des catégories de compétition qui vous autorise à présenter une maquette basée sur un kit presque prêt à voler (ARF) ou sur un kit ARF qui a été modifié afin d'y incorporer des détails ou de changer la livrée (couleurs et cocarde); vous en retirerez beaucoup de plaisir et vous apprendrez tout autant. Aux échelons plus élevés, vous devrez

vous procurer une maquette qui sera construite précisément pour la compétition.

Je vous offre quelques réflexions sur cette sélection.

En premier lieu, choisissez de construire une maquette que vous aimez ou mieux, que vous adorez. Vous passerez beaucoup de temps en sa compagnie.

En deuxième lieu, elle doit être d'un appareil pour lequel vous n'aurez pas de difficulté à vous procurer de la bonne documentation. Si vous voulez gagner votre pari auprès des juges, vous devez les convaincre que vous avez réalisé une copie très fidèle et détaillée d'un appareil à l'échelle réelle. Si vous avez accès à un avion à l'échelle réelle afin de prendre des photos et des dimensions, cela vous facilitera le travail.

Malheureusement, plusieurs avions intéressants existent à l'échelle réelle, mais vous ne pourrez vous procurer de la documentation appropriée.

En troisième lieu, le sujet doit être un avion qui s'agence bien à votre style de pilotage et qui a belle gueule devant les juges. Ces derniers font un effort particulier pour ne pas être partiaux envers une maquette en particulier mais comme ils sont humains, un avion qui a ainsi belle gueule et qui paraît bien dans le ciel, voilà ce qui pourrait vous valoir un meilleur pointage.

Une maquette qui pénètre bien le vent paraîtra bien mieux qu'une copie volante d'avant la Première Guerre mondiale qui se fait déplacer un peu partout par le vent. Les concours sont aussi disputés lors de journées venteuses. Les jets peuvent impressionner par leur vitesse, train escamotable et autres caractéristiques, et sont plus faciles à piloter de sorte à impressionner les spectateurs, mais des copies volantes d'appareils à hélice et à train fixe ont souvent très bien volé, aussi. ✈

RC Scale Combat



Bruce Gillespie 75738
Chair
416-741-4385 peterredtail@yahoo.ca

Let me introduce myself.

My name is Bruce Gillespie and I fly out of the Humber Valley R/C Flyers in Toronto. I have been flying combat planes for about three years and I travel with the Humber Hawks to the Cobble Hills Fighter Group's field near London, Ontario, for the annual Onslaught over Ontario event.

Although I don't put fear in the hearts of my fellow competitors, I did earn my handle: MayDay!

It seems that Scale Combat had its golden age some time prior to 2010, a couple of years before I started flying. This was extremely bad timing for me because I have found that flying combat is the most fun you can have with a model

airplane. Truly thrilling to watch as a spectator, and even more exhilarating as a pilot.

I am presently the chairman of a Committee of one. If anyone would like to join, I would love to have the company. In the meantime, I would like to use this column to introduce Scale Combat to my fellow MAAC members, one article at a time.

I would appreciate any help from the more experienced combat pilots who might have pictures of their latest creation, plans for various combat planes, building tips, and stories that will inspire a new generation of Scale Combat pilots.

There are many things a person needs to know about how to build a successful combat plane. For example, the material of choice to build an airframe is Coroplast, a sheet of plastic constructed like corrugated cardboard sold in 4' by 8'

sheets. It is very popular material used in making election signs. But before you ask your local politician for their signs after the next election, note that the signs used are not usually the right size required to build a plane. Coroplast comes in various sizes, 2 mm and 4 mm. The 4mm thickness can be obtained easily from building supply stores and graphic arts companies. The 2mm thickness is harder to obtain in small quantities.

I'll get into more detail about building your combat models, but if building is not your preference, there are ARFs designed for Scale Combat.

So let's start building. The result will be a great airplane to fly and you can find out for yourself that Scale Combat is the most fun you can have with a model airplane. ✈

Combat de copies volantes



Bruce Gillespie 75738
Président
416-741-4385 peterredtail@yahoo.ca

Permettez-moi de me présenter.

Je m'appelle Bruce Gillespie et mon club, ce sont les Humber Valley R/C Flyers de Toronto. Je pilote des maquettes de combat depuis environ trois ans et je me déplace avec des membres de mon club jusqu'au terrain du Cobble Hills Fighter Group, près de London (Ontario) à l'occasion du concours annuel Onslaught over Ontario.

Bien que je n'effraie pas mes collègues concurrents, j'ai amplement mérité mon sobriquet : MayDay!

Il semble que le combat de copies volantes ait connu son ère de gloire avant 2010, quelques années avant que je ne commence à piloter. Le moment était mal choisi pour moi, mais je me suis aperçu que le vol de combat, c'est le meilleur plaisir qu'on puisse se payer avec une maquette d'avion. C'est un spectacle excitant pour quiconque le regarde et c'est encore plus grisant à titre de pilote.

Je suis présentement le président d'un comité d'une seule personne. Si quelqu'un voulait s'ajouter, j'aimerais bien avoir de la compagnie. Entre-temps, j'aimerais utiliser cette chronique afin de

présenter le combat de copies volantes à mes collègues du MAAC, un article à la fois.

J'apprécierais l'aide des pilotes de combat plus expérimentés qui pourraient m'offrir des photos de leur récente création ou encore des plans de diverses avions de combat, des conseils pour la construction et des histoires qui inspireront une toute nouvelle génération de pilotes de copies volantes de combat.

Une personne doit connaître bien des choses afin de réussir à construire une bonne maquette de combat. Par exemple, le matériel tout désigné, c'est du Coroplast, une feuille de plastique qui a été moulée comme du carton et vendue en feuilles de 4 pieds par 8 pieds. C'est un matériau populaire qui sert à fabriquer des pancartes électorales. Mais avant de demander à votre politicien de vous offrir les pancartes après la prochaine élection, notez que l'épaisseur de ce Coroplast n'est pas la bonne afin de construire une maquette. Le

Coroplast est vendu en plusieurs épaisseurs, en 2 mm ou en 4 mm. Vous pouvez aisément vous procurer les feuilles de 4 mm auprès des magasins de matériaux de construction ou chez les entreprises d'art graphique. Le Coroplast de 2 mm est plus difficile à obtenir en petites quantités.

Je vous donnerai d'autres détails sur la construction de vos maquettes de combat mais si vous n'aimez pas construire, il existe des maquettes presque prêtes à voler (les ARF) qui ont été conçues pour le combat de copies volantes.

Allez hop, on construit! Le résultat sera un avion magnifique et vous pourrez ainsi vous apercevoir que le combat de copies volantes vous permettra de vous amuser follement. ✈



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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

des pilotes, vous pourriez offrir un incitatif comme une inscription à prix réduit ou même gratuite; un fabuleux terrain situé non loin de lieux géographiques où se trouvent des pilotes actifs; de bien beaux prix (beaucoup!) pour les pilotes; une ligne de vol bien organisée qui offre le même temps de vol pour tout le monde (pas seulement aux pilotes vraiment doués) ainsi qu'un annonceur hors pair qui reconnaît les vols, les maquettes et tous les pilotes.

La prochaine activité clé, c'est de faire en sorte que les possibles commanditaires se présentent à l'événement et qu'ils offrent certains des prix qui attireront les pilotes. Vous devez bien sûr les reconnaître par le biais de votre site Web, de bannières pendant le rassemblement, sur les logos affixés au matériel promotionnel que vous distribuez au préalable ou pendant l'événement ET vous devez souligner leur présence à plusieurs reprises lors de la journée même. Vous pourriez entraîner leur présence à répétition d'une année à l'autre en leur offrant de l'espace

gratuit pour un stand!

Si vous exécutez comme il faut ces quelques consignes, votre rassemblement pourra croître de façon annuelle. Cela ne se produira pas du jour au lendemain mais votre rassemblement bénéficiera du bouche à oreille; les pilotes insisteront sur le fait que vous DEVEZ y participer.

La rencontre de l'IMAA à Kingston (Ontario) est justement l'un de ces événements auxquels vous retournez, une fois que vous avez vécu l'expérience. L'aïeul, selon moi, de tels rassemblements qui ont connu du succès, c'est celui des Kitchener/Waterloo Dutchmen, dans le Sud de l'Ontario, au début du mois de septembre.

Je suis persuadé que des événements très bien rodés se déroulent dans votre coin de pays. Si vous voulez que j'en fasse part à l'intérieur de cette chronique, envoyez-moi un compte-rendu.

Passez un bel été en toute sécurité avec vos petits-gros. Rappelez-vous : plus gros, c'est mieux! ✈

temps. Récemment, quelques personnes pensent de la terminologie de l'aéromodélisme n'est pas suffisante pour attirer l'intérêt de ceux qui font la mise en marché d'autres formes d'aviation sportive pour répondre au divertissement de masse. Voulons-nous vraiment vendre nos âmes à ces personnes qui exploitent les aptitudes d'aviateurs intrépides pour les transformer en gladiateurs aériens qui vont engendrer des revenus à l'entrée ou de publicité?

Honnêtement, j'aime bien notre sport tel qu'il est, merci! Le temps que je passe à construire et à faire voler mes maquettes m'offre un peu de repos d'un monde qui s'affaire à exploiter les pauvres et les faibles afin d'amasser des profits faramineux. Je ne veux pas non plus que notre activité devienne une autre poule aux oeufs d'or pour les corporatistes, même si cela signifie que je devrai payer la note des prix et des dépenses afférentes à l'organisation de concours.

Vous pourrez dire que je ne suis pas tellement progressiste dans ma façon de concevoir l'aéromodélisme! Mais ça m'a toujours procuré beaucoup de satisfaction de voir revenir sur la terre ferme et sans dommages une maquette que je venais de terminer et qui avait volé dès sa première sortie. ✈

join us next year!"

Thank you Steve for organizing such a great event and submitting this report. It was a heck of a lot of fun!

I also want to thank Bill Johnson, Wes Speerbrecker and Craig Hyn-dman from the West Coast Radio Control Aircraft Flyers (WRCRAF) for putting together the following report.

Ninth Annual Dan Jude Memorial Float Fly.

"The West Coast Radio Control Aircraft Flyers club held the 9th Annual Dan Jude Memorial Float Fly at Allouette Lake in Maple Ridge, BC on Sunday, May 5th.

"This float fly is held each year to commemorate Dan Jude for his contributions to the WRCRAF club. The park gates opened at 8 am and the pilots meeting was held at 9 am. To encourage early arrival, after the pilots meeting, the club gave away a Bind-n-fly UMX Carbon Cub with Floats. This allowed the winner to bind the plane to his radio and fly it during the event.

"It was a beautiful sunny, warm day and the water was like glass. There were 17 registered pilots, so there was a lot of opportunity for flying time at this perfect BC location.

"The types of airplanes at the float fly included an Icon A5, Super Cub, Trojan, Catalina, UMX Carbon Cub, UMX Beast with floats and a number of Nitro powered balsa aircraft. There was some excitement from the wingtip drag by the Parkzone Trojan on floats, and some nice aerial footage that will be going online from the FPV plane flying around.

"I doubt there's a better way to spend a lazy summer-like day than at the lake flying RC planes."

Caption 1: Bob Toth and his Fun Cub attempting win the spot landing at the PDQ Flyers Annual Spring - Fun Fly. Picture taken by Jim Harris.

Caption 2: 9th Annual Dan Jude Memorial Float Fly at Allouette Lake.

Pictures taken and edited by - Wes Speerbrecker. ✈

romodélisme depuis 1968 lorsque j'ai construit ma première maquette Guillows à propulsion élastique. À l'heure actuelle, je suis membre de plusieurs clubs de la région d'Ottawa et de l'Île-du-Prince-Édouard et je suis un ancien président de l'Ottawa Remote Control Club et j'ai oeuvré à plusieurs postes au sein de son exécutif sur une période de dix ans.

Je me suis lancé dans la technologie électrique il y a environ dix ans et je pilote maintenant des petits-gros à essence mais surtout des maquettes électriques de toutes les dimensions, des micro-maquettes pour vol intérieur aux petits-gros et jets de type EDF. Je suis aussi un constructeur/pilote pour Team Great Hobbies (évaluation de produits et copies volantes).

Jim Holland : Jim est un amateur de longue date des planeurs et s'est impliqué au sein du mouvement ALES, de même que des maquettes électriques de petite et de moyenne taille depuis un bon moment. Jim travaille chez le magasin de passe-temps Cellar Dweller de Winnipeg. Tout le monde le connaît au Manitoba.

Al Allman : Al est un autre ancien résident de Winnipeg et plusieurs le connaissent dans la région de Vernon (Colombie-Britannique). Al est membre depuis belle lurette de la Vernon Aeromodellers Society et s'adonne avec enthousiasme au vol intérieur. ✈

«Être concurrent au championnat mondial peut être très intense et comme plus de 80 des meilleurs pilotes au monde se disputent une place au classement, il n'y a que très peu de marge d'erreur! Même si le Championnat mondial est encore loin, nous avons déjà commencé à nous préparer, à construire de nouveaux hélicoptères et à nous pratiquer.

«Cela prend beaucoup de discipline pour pratiquer la séquence F3C presque quotidiennement. Si on veut être efficace, chaque vol de pratique est entamé comme s'il s'agissait d'un vol lors du concours. Pour ce faire, nous marquons et mesurons, peignons la boîte de vol stationnaire du F3C sur le terrain de vol. Nous plaçons aussi les fanions qui indiquent où faire du sur-place, où sont les cercles d'atterrissage et le marquage de la position du pilote sur le gazon de notre propre terrain, comme si nous nous trouvions déjà au Championnat mondial.

«Pendant la plupart des semaines, nous effectuerons jusqu'à six vols quo-

tidiens pendant quatre ou cinq jours. Je me suis aperçu que si je pratique trop, j'accuse une fatigue mentale, mais que trop peu de pratique favorise la chance plutôt que l'adresse, en situation de concours. Nous nous efforçons aussi de piloter en presque toutes les conditions (sauf la pluie) parce que nous devons être capables d'exécuter les manoeuvres F3C en toutes les conditions, direction du vent et même lors des journées venteuses, ce qui inciterait les autres modélistes à regarder dehors pour ensuite décrier : 'non merci!'

«La discipline F3C autorise les hélicoptères électriques et de nitro jusqu'à concurrence d'un poids de 6,5 kg et de diverses caractéristiques. Bill pilote un JR Vibe SG E12s électrique et j'utiliserai le nouveau Sylphide EX de JR, qui est notamment doté d'une bôme allongée et des pales d'une dimension de 800 mm. Cela me donne une machine qui atteint le poids maximal ainsi que l'envergure maximale de pales qu'autorisent les règlements de F3C.

«Les appareils électriques comportent certains avantages pour le F3C en qu'ils

sont silencieux, ils offrent un vol plus doux et chaque vol offre la même puissance et la même performance, peu importe l'altitude à laquelle nous volons ou de quoi ont l'air les conditions météo.

«En plus de pratiquer, de construire et de maintenir sa forme au cours des prochains mois, nous nous affairons aussi à coordonner notre séjour en Pologne ainsi qu'à voir à l'expédition des piles, génératrices, la location de véhicule et à cibler des terrains de pratique secrets en Pologne, de sorte à ce que nous jouissions de notre propre terrain afin de concentrer sur le pilotage.

«Le Championnat mondial est très valorisant comme compétition mais cela requiert beaucoup d'effort et de planification. Nous avons hâte de pouvoir vous offrir un autre compte-rendu de nos préparatifs et nous ferons de notre mieux afin de représenter le Canada en Pologne!»

Pour obtenir davantage de renseignements sur les règlements et manoeuvres de la catégorie F3C de la FAI, consultez le www.fai.org. ✈

candidature pour les prix comme Leader, Pionnier, Temple de la renommée et autres devraient soumettre ces noms le plus tôt possible et préférablement avant l'Assemblée annuelle de la zone. Veuillez utiliser les formulaires officiels qui se trouvent au site Web!

RECOMMANDATIONS ET RÉSOLUTIONS

Si vous voulez apporter des changements aux statuts ou aux politiques ou encore formuler des recommandations afin de modifier quelque chose au sein du MAAC, veuillez y songer pour ensuite soumettre des recommandations ou des résolutions sur papier bien avant l'Assemblée de zone. Cela nous permettra de nous assurer que nous avons le temps de discuter des sujets escomptés et de nous assurer que nous sommes correctement informés.

PRIX DES «AILES»

Si votre club aimera présenter des certificats d'obtention de leurs «ailes» à de nouveaux pilotes lors de l'Assemblée de zone, veuillez nous expédier une liste complète de sorte à ce que nous puissions planifier suffisamment de temps afin de reconnaître ce jalon dans la vie d'un modéliste.

DÉMONSTRATION DE FLOAT-FLY

Je recherche quelques pilotes qui pourraient présenter une démonstration de Float-fly à la plage municipale de Saint-Zotique (Québec). Celle-ci est située sur le lac Saint-François, tout juste au Sud de l'autoroute 20 et tout juste avant la frontière ontarienne. Quelque 300 pieds de rivage ensablé la borde.

Nous voudrions faire cette démonstration le samedi 10 août et en cas de pluie, elle serait reportée au lendemain.

La directrice de la plage Catherine Sauvé appuie cet événement et encourage la formation d'un club de maquettes à cet endroit même.

J'ai hâte de recevoir vos commentaires le plus tôt possible des personnes qui voudraient y participer.

GRANBY INDOOR FUN-FLY

par Alain Trudeau, président
Club Avion Modèle de Granby

La zsaision du vol intérieur vient de prendre fin avec l'évènement Fun-fly du samedi le 30 mars dernier. Cet événement fut un succès et une vingtaine de pilotes se sont rassemblés au Centre Saint-Benoît à Granby. Café et beignes et chocolat de Marie Reine étaient servis.

Il y avait des micro-maquettes comme

des "Vapor" jusqu'aux maquettes foamie de 33 pouces et celles-ci nous ont offert tout un spectacle. Quelques activités ont été organisées comme le "pylon racing Vapor" ainsi que le Limbo de Vapor.. Nous avons tous bien rigolé!

Tout s'est passé sans aucun problème...ou presque... le problème majeur était que nous avons manqué de crème pour le café...

Cette année, le Club Avion Modèle de Granby a innové en proposant à ses membres la possibilité de piloter des maquettes à l'intérieur. L'endroit était un peu inédit: une ancienne église offrant une aire de vol exceptionnelle, soit 50 pieds de largeur par 125 pieds de longueur et 60 pieds de hauteur. Nous avons donc loué cet espace tous les samedis après-midis de 13 h à 16 h de novembre à mars, pour un total de 22 samedis. Ce fut un succès sans précédent.

Je tiens d'ailleurs à remercier la Ville de Granby qui nous a permis de louer ce local à un prix accessible pour tous. Je tiens aussi à remercier tous les membres du club qui m'ont appuyé dans ce projet.

Finalement, après nous être amusés tout l'hiver, nous sommes fin prêts à s'envoyer en l'air pour la nouvelle saison estivale qui débutera officiellement en mai prochain! ✈

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

June 16 | Meridian Model Flyers Fathers Day Stars Air Show | Air Show/Demo | 1 Day | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Main Club Field | Dave Ellis | 780 222 7282 | daveellis@live.ca | Meridian Model Flyers Fathers Day Stars Air Show June 16th 10am to 4pm Kelly Field, Golf Course Road, Stony Plain. Concession on site - 50/50 draw \$5 pilot registration fee - visiting pilots welcome - Proof of MAAC required All proceeds to Stars Air Ambulance For further information contact Dave Ellis 780 222 7282 or daveellis@live.ca | 2013-295

June 21 | 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 barbecue. 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 | 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 | July 1 Fun Fly | Fun Fly | 1 Day | DIDS-BURY R/C FUN FLYERS | Main Club Field | Roger Hall | 3 Hawthorn Way Olds AB T4H 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 DRCCF.net or contact Roger Hall at 403-507-2404. email hallrd@telusplanet.net. | 2013-26

July 1 | 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 | 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 aerotow, 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: belairscaler@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 | 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://non-profit.memlane.com/rcers/index.html | 2013-151

July 7 | ERCS Summer Combat | Fun Fly | 1 Day | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Darrell Shivak | 7804557000 | dshivak@yahoo.ca | ERCS 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

July 18 | Jets Over Cayley | Fun Fly | 4 Days | HIGH RIVER R/C JET CLUB | Main Club Field | Alan Blore | .403-803-1752 | ablore@shaw.ca | High River RC Jet Club would like to extend a invitation to all Turbine and High performance EDF jet aircraft to come out to the AJ Flying Ranch at Cayley, Alberta, July 18-21st for a 4 day rally. The AJ Flying Ranch is a private airport that is 4500'X 50'. There will be hangar space available to store your aircraft for those that wish to. Dry only camping is available. Pilots must have MAAC available for confirmation of membership and AMA pilots must present AMA and valid Wavier. We have tons of prizes, so I think everyone will go home with something. There will be some lunches provided by the club. So light the fires and kick the tires and come on down. Alan Blore contest director. ablore@shaw.ca or 403-803-1752. | 2013-324

July 20 | 2013 Skills fun fly | Fun Fly | 1 Day |

EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Todd Tate | 7809930584 | todd.tate.yeg@gmail.com | ERCS 2013 skills fun fly. July 20, 2013 Hello skilled pilots. This year we will have Limbo, spot landing and bomb drop. We are not limited to these three skills but will start here. All pilots must have a valid MAAC membership. This is a fun fly open to all pilots with no fee. Wings required. Start time 10:00 a.m. Location ERCS field. | 2013-296

August 3 | 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 | 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 | ti2w-go@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 | 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.

Calendar of Events



For more information please contact Marc @ 780-234-9953 (marc2ss@yahoo.ca) or Ken @ 780-898-3894 (kmashon@telusplanet.net) | 2013-222

August 9 | 3D Huckfest | Fun Fly | 3 Days | WINDY WEST R.C. CLUB | Main Club Field | Phil Heninger | 1110 Cameron Rd Lethbridge t1k 4b3 | 403 382 0142 | phil@teamheninger.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 gassers 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 | Electric Fun Fly | Fun Fly | 1 Day | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Main Club Field | Dave Ellis | 780 222 7282 | daveellis@live.ca | Meridian 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 10 | MacNair Airfield RC Scale Aerobatics Competition | Competition | 2 Days | DIDSBURY R/C FUN FLYERS | Main Club Field | Ray Arie | 403-556-7609 | caspercat@telus.net | RC Scale Aerobatics (IMAC) competition sponsored by Didsbury R/C Fun Fly-

ers. All MAAC and IMAC pilots welcome. On site dry camping. For more information check our website DRCFF.NET | 2013-298

August 17 | Annual Air Show | Air Show/Demo | 2 Days | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Rick Zaplachinski | 780-991-1000 | rzap@telusplanet.net | You are all invited to attend our Annual Air Show & Fun Fly. Saturday Details Aug. 17th: Fun Fly starts at 9:00 am. But at 1:00 pm the Demo Show starts for the Public. The duration of the show will be about 2 - 2.5 hrs after which the Fun Fly will Continue. Concession on site. The Air Show will consist of different aspects of RC flying for the Public Audience to enjoy. Fees for Flying and Entrance to the Air Show is a donation to the Strathcona Food Bank All Pilots must have MAAC memberships. Sunday Details Aug. 18th: Fun Fly Open for all MAAC members to fly Limited Camping on site will be available For further info contact Rick Zaplachinski | 2013-297

August 17 | 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 | Open Fun Fly Weekend | Fun Fly | 2 Days | FT SASKATCHEWAN 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 | 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 Stampede 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 | 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,

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Calendar of Events



- turn west. Self contained camping \$25.00 for the weekend, non camping fliers \$5.00 for the weekend. | 2013-115
- September 7 | ERCS Electric Fun Fly | Fun Fly | 1 Day | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | David Corscadden | 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 7 | Pylon Race | Competition | 2 Days | MEDICINE HAT RC'ERS INC. | Main Club Field | Edward Coddling | 403-548-7168 | ecc917@pmbx.net | Medicine Hat RC'ers Pylon Race. ERCS Pylon Races, CPPRA points race. Field open to test flying late Friday afternoon and evening. Q500 on Saturday and Q40 on Sunday. CPPRA rules apply. Racing starts at 10:00 am each day. \$50/event entry fee includes all fuel and lunch for pilot and caller. Pre-registration required by September 5 at www.cppra.org. Spectators welcome at no charge, concessions available for everyone at a fee. For information contact Edward Coddling by e-mail at ecc917@pmbx.net. | 2013-343
- September 15 | 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 | 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 or contact Mark at 780-919-6153 | 2013-264
- October 5 | 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 | Annual Auction | Auction | 1 Day | DIDSBUY 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
- October 20 | Annual | Display | 1 Day | ALBERTA/NORTHWEST TERRITORIES ZONE | CARFF Field - Red Deer | Don McGowan | 780-963-4586 | zd-a@maac.ca | This is the annual meeting for members of \A\ Zone to discuss issues pertinent to us. Please contact Don to add items to the agenda which will be published in the Sept. issue of Model Aviation Canada. Ensure any award nominations are submitted in properly completed format (call for help if necessary). This year, the position of Deputy Zone Director will be up for election. Persons being nominated for the position must advise the Zone Director and MAAC head office at least thirty days prior to the AZM. This information is subject to amendment prior to the event. Don't forget that refreshments and door prizes will be supplied. | 2013-301
- October 26 | ERCS R/C Auction | Auction | 1 Day | EDMONTON RADIO CONTROL SOCIETY | Baturyn Comm. League | Bruce Bender | 780-473-3719 | bwbender@shaw.ca | No reserve auction, held at Baturyn Comm. League, 10505-172 Ave. Edmonton. \$10.00 registration fee. Auction fee is 15% of selling price. All payment is by cash, credit or debit card only (no cheques). Doors open at 8:00AM for registration. Auction starts at 10:00AM. For more details and registration forms, see ERCS Web Site www.ercs.ab.ca | 2013-337
- 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**
- June 15 | Fathers Day Fun Fly | Fun Fly | 3 Days | CAPE BRETON RC MODELLERS | 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 | WEEK AFTER FATHERS DAY EVENT | Fun Fly | 1 Day | THE RIVERSIDE MODELLING ASSOCIATION | Main Club Field | TOMMY WILSON | 207 PECK DRIVE RIVERVIEW,NB,E1B 1M9 | 506 855 6863 | tomjjoan@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 22 | Dr. Ed's Float Fly | Fun Fly | 1 Day | SAINT JOHN MODEL FLYING CLUB | Float Fly, Cody's, N.B. | Cato Hansen | 506-832-5710 | chansen@nbnnet.nb.ca | "Dr. Ed's Float-Fly at Cody's". | June 22, 2013. Saint John Model Flying Club would like to invite you to our annual Float-Fly at Don Bertelsen's Summer cottage June 22. Flying start at 10:00 AM, and goes on to the last person leave. There is no fee to fly, current MAAC or AMA is required, just come and enjoy the great place and relax and have fun, bring your lawn-chair and sunscreen. A Barbeque will be set up as usual, and Dr. Ed will have his hot-dogs for us all to enjoy, all free. If you come from Moncton, take exit no.365 onto route no. 10 down to route 710 on your right. If you come from Sussex or Saint John, follow route No. 10 up to exit for route No. 710, then follow it for about 5-6 km, until you see the sign and red marker and flags on your right side of the road. If you come from Belleisle, go to Cambridge Narrows, turn right at the gas station/NBLiquor, or if you come from Fredericton, take exit no 339, on to route 695 to the gas station in Cambridge Narrows, then take route no. 710, Follow it for 8-10 km, and the red marker, flags and sign should be on your left side, go down small driveway following it to the left, and you are there. The event is sanction by MAAC. | 2013-316
- June 29 | Warbird over the Atlantic | Fun Fly | 1 Day | MINIATURE AIRCRAFT SOCIETY OF TRURO | Main Club Field | Bill Babineau | 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 | 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. Starters at 9:00 am. Raindate Sunday June 30, 2013. | 2013-174
- June 29 | 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 6 | Scale Aerobatic Contest | Competition |

Calendar of Events



- 2 Days | MINIATURE AIRCRAFT SOCIETY OF TRURO | Main Club Field | Chris Garrett | | cgarrett29@hotmail.com | The MINIATURE AIRCRAFT SOCIETY OF TRURO are hosting another two-day Scale Aerobatics Contest on July 6 and 7. Event will take place again at the Miniature Aircraft Society of Truro main field. All classes from Basic to Unlimited will be flown. Registration starts at 8:30am. Registration fee will be \$5.00 to help cover costs. For more information contact Chris Garrett, email: cgarrett29@hotmail.com | 2013-281
- July 13 | 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 | 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 Modellers 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 | 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 lakefront 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 20 | Shearwater RC Flyer's Annual Open House/Fun Fly | Fun Fly | 2 Days | SHEARWATER RADIO CONTROL FLYERS | Main Club Field | 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 lakefront 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 | 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 | 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 | 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 3 | Fun Fly 2013 | Fun Fly | 2 Days | SCREAMING EAGLES R/C FLYING CLUB | Gander Airport | Ken Stack | 709 256 3792 | kenstack@nf.sympatico.ca | 2013 Fun Fly at Gander Airport. August 3 and 4. Aircraft of all kinds, helis, scale, jets and all types in between. Everyone welcome. this fun fly is in conjunction with the Festival of Flight which means there is lots on the go in Gander that weekend. | 2013-338
- August 10 | 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 | isgnn@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 | Eastern Canada Fun-Fly | Fun Fly | 3 Days | LES AILES DU MADAWASKA | Main Club Field | Paul Belzile | c.p.481 Edmundston,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 à l'Aéroport Municipal d'Edmundston, un endroit de rêve pour une rencontre entre modélistes, Avions Jets, Hélicoptère" res tous sont les bienvenues. Vol libre le vendredi 16, Fun-Fly ouvert au publique les 17-18, cantine, hangar pour la nuit (avec électricité), prix de présence. Campings sur le terrain (sans service), camping provincial et motels a moins de 10 km. Aussi pour la famille piste cyclable www.petit-temis.com et les magnifiques Jardins Botaniques du Nouveau Brunswick www.jardinbotaniqueb.com L'aéroport est situé a la frontiére Québec/Nouveau Brunswick sur l'autoroute #2 (Trans-Canadienne) Pour information : Paul Belzile 506 739-5894 paulbelzile@rogers.com ou Luc Belanger 506-735-6884 lucbelanger59@hotmail.ca www.lesaillesdumadawaska.com . August 16-17-18 "Les Ailes du Madawaska" will be hosting the "Eastern Canada Fun Fly" on august 16-17-18 at the Edmundston 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.jardinbotaniqueb.com. The airport is located on the Trans-Canada highway #2 at the Quebec/New Brunswick border. For more information Paul Belzile 506 739-5894 paulbelzile@rogers.com or Luc Belanger 506-735-6884 lucbelanger59@hotmail.ca or www.lesaillesdumadawaska.com | 2013-70
- August 17 | 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 | 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 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.mcinnis@ns.sympatico.ca. | 2013-148
- August 31 | Cliff 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 Cliff

Calendar of Events



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 | 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. 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 | RMA ANNUAL CORN BOIL | Fun Fly | 1 Day | THE RIVERSIDE MODELING 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

June 15 | Summerland Flyers Fathersday 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 | 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 | 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 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 | 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 | wmholte@bcinternet.net | maac.ca | 2013-239

August 2 | 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 | 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 | 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 | All Club Invitational | Fun Fly | 1 Day | SHUSWAP LAKE AERO MODELERS | 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

August 24 | Summer Heat Big and Small fly | Fun Fly | 2 Days | KELOWNA OGOPOGO RADIO CONTROLLERS | Main Club Field | Todd Davis | 250 868 9821 | toddapril@shaw.ca | Come join the Kelowna Ogopogo Radio Controllers for a mid summer fun fly. This event is normally our big bird but this year its open to everyone. There will be no entry fee for the event and dry camping will be available. Wood lake is only 1.5 kms away and is very nice for cooling off, so bring the family. The club Raffle will be drawn at this event so please come out and support us. more info on the event can be found on our facebook page and user group. | 2013-345

August 30 | Larry Christensen Memorial Fly In | Fun Fly | 4 Days | VERNON R/C AEROMODELLERS | Main Club Field | Lester Koeneman | 250-540-4185 | lestershobbies@shaw.ca | Larry Christensen Memorial Day Fun-Fly Vernon R/C Aeromodelers flying from 8am to dusk daily. 50/50 and draw prizes. Self Contained camping available by donation. Donations will be accepted at the registration desk. All donations will be given to a local charity. Contact Lester Koeneman at 250-540-4185 or Don Frank at 250-503-8500 | 2013-336

Calendar of Events



September 3 | Shuswap Lake Aero Modelers Fall Classic Float Fly | Fun Fly | 6 Days | SHUSWAP LAKE AERO MODELERS | Sandy Point Campground and Beach | Dennis Miller | 2650 Cennennial 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 need-

ed). 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 | 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 | 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 16 | W.R.C.C. 50TH ANNIVERSARY FUN FLY | Fun Fly | 1 Day | WINNIPEG RADIO CONTROL CLUB | Main Club Field | KERRY FINGLER | 1-204-661-3559 | cdhobby@mts.net | WINNIPEG RADIO CONTROL CLUB 50 ANNIVERSARY FUN FLY SUNDAY, JUNE 16, 2013. 10:00am TO 4:00pm AT THE W.R.C.C. FLYING FIELD ON ED SPENCER DRIVE IN WINNIPEG | 2013-348

July 6 | 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 | R.R.I. FUN FLY | Fun Fly | 1 Day | RAINY RIVER INTERNATIONALS | Main Club Field | BILL HAGARTY | PO BOX 492 RAIN RIVER, ON P0W 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 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 another great fun fly season. Thanks again R.R.I. | 2013-13

July 27 | Lakehead Aeromodelers July Fun Fly | Fun Fly | 2 Days | LAKEHEAD AERO-MODELERS | Main Club Field | Trevor Brasch | (807)766-9662 | tbrasch@tbaytel.



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Calendar of Events



net | Again, Lakehead Aeromodellers is proud to present its 2013 Annual July Fun Fly. The July event is one of our hottest of the year and promises 2 full days of non-stop RC model aircraft flying. We are planning some exciting events this year and participation and public draw prizes will be awarded. All land based aircraft are welcome. All MAAC, AMA approved radio bands are welcome. Pilots require current MAAC or AMA membership to fly. The event is open to all members, RC pilots, family and public. Food and bevies served on site. There is a \$10 \landing fee\ applicable to all participating pilots. I am exceptionally pleased to announce that all landing fees collected at this event will be donated to local charities. I want to applaud the club for supporting this endeavor in advance. Thank you folks :) We look forward to seeing you there. Happy Flying to all. | 2013-328

August 10 | 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 will 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 families 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 11 | CELLAR DWELLER HOBBY SUPPLY FUN FLY | Fun Fly | 1 Day | WINNIPEG RADIO CONTROL CLUB | Main Club Field | KERRY FINGLER | 1-204-661-3559 | cdhobby@mts.net | Cellar Dweller Hobby Supply Annual Fun Fly August 11, 2013 10:00am - 3:00pm at the W.R.C.C. flying field on Ed Spencer Drive in Winnipeg. | 2013-347

August 16 | Gimli Model Fest 10th Anniversary | Fun Fly | 3 Days | MANITOBA/NORTHWESTERN ONTARIO ZONE | Main Club Field | Jeff Esslinger | esslinger1@shaw.ca | www.gimli-modelfest.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.gimli-modelfest.com What the spectators have to say: 'This is better than a 'real' airshow' 2013-12

August 24 | 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 | End of summer rendezvous | 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

June 22 | SOGGI Budd Wallace Memorial Contest - ALES#1 | Competition | 1 Day | SOUTH-EAST 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://soaring-circuits.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 | 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. | 2013-220

June 22 | South Haldimand Skyhawks Fun Fly | Fun Fly | 1 Day | SOUTH HALDIMAND SKY-HAWKS 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 Every-

one! 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 | 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 | 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 | AEROTOW Springvale Skills Challenge | 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 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 | 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 | 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 | AEROTOW Springvale Open Invitational | 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 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

Calendar of Events



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 | 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 | War Birds Over The Bay | Fun Fly | 2 Days | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Main Club Field | Paul Chittyn | pchitty@cogeco.ca | 519-491-8186 |

SCRAMBLE ALL AIRCRAFT: The Burlington Radio Control Modellers 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 well 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 | 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 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 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 | 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

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 or contact Ian Brown 905-690-1249 / Co-event Director Paul Chilty 519-491-8186 pchilty@cogeco.ca

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www.brcm.org

Calendar of Events



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 | 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 | 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/alesleague/rules.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 | 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 | AEROTOW Springvale Closer | Fun Fly | 2 Days | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 101 Braehaid 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 | Big Bird Bash | Competition | 1 Day | SOUTHERN ONTARIO GLIDER GROUP | Main Club Field | Dick Colley | 101 Braehaid 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 7 | KW Flying Dutchmen Scale Rally | Fun Fly | 2 Days | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Main Club Field | Mike Fritz | 519-886-9834 - Please leave message. | mfritz569@roger.com | 44th Annual KW Flying Dutchmen Scale Rally Waterloo Rod & Gun Complex (Near St. Jacobs) September 7 & 8th, 2013 Saturday 9:00 a.m. - 5:00 p.m. Sunday 9:00 a.m. - 3:00 p.m. Friday Night - Hot Dog and Corn Roast serving at 6 p.m. First come first serve. Don't be late. Saturday Night - Wine & Cheese 5-6 pm for pilots, Hamburgers & Hotdogs available after Wine and Cheese. | 2013-335

September 14 | 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 interest and time permits Freestyle will be flown. Unknowns flown in all classes except Basic. Awards to 3rd place in all classes except Freestyle, (1st Place Award only). 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. Visit <http://www.flyingtigers.ca/SAcontest.htm> for 2013 IMAC Sequences and current information on the contest. | 2013-216

September 14 | F2B Team Trial | Team Trials | 1 Day | NIAGARA FALLS MAX BRIGADE | Main Club Field | John McFayden | 905-689-4283 | stuntguy@sympatico.ca | Control Line Precision Aerobatics F2B Team Trials scheduled for Saturday September 14th at Crowland Park. Rain Date Sunday September 15th. Start time 9:00 am. MAAC Card required. To be held in conjunction with Fall Stunt Contest. CD John McFayden | 2013-282

September 21 | 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 | 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 22 | Upper Great Lakes Yearly | Fun Fly | 1 Day | SOO MODELERS R/C CLUB | Main Club Field | Craig Knight | 705-759-4850 | craignight@shaw.ca | The annual UGLY Meet (Upper great lakes Yearly) will be June 25 at the club field on Leigh's Bay, in the Sault. All aircraft welcome, facilities for float planes as well as IMAC, Giant Scale, and wee electrics. Food will be available from Meyers Munchies lunch wagon Camping available at site,

Calendar of Events



no amenities though Hotels are nearby | 2013-277

June 29 | 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 | ronlroy@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 | 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 | 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 13 | Annual fun fly | Fun Fly | 1 Day | GREATER SUDBURY MODELERS | Main Club Field | Gaston Boissonneault | 705 969 6728 | gbjets@cyberbeach.net | Come join us for a day of fun and relaxed flying. All types of models allowed. Current MAAC/AMA membership required. Manicured 250M runway. Lunch available. Camping (no hook ups) allowed. Rain date is Sunday July 14/2013 | 2013-299

July 20 | Fun Fly | Fun Fly | 1 Day | TEMISKAMING & REGION MINIATURE AIRCRAFT CLUB | Main Club Field | Dan Nadeau | 705-567-6424 | rc.pilot@live.ca | TARMAC will be hosting their annual Fun Fly on Saturday July 20, 2013. A Swap-table will be set up. Start time of around 9:30 am. Refreshments and lunch available. Dinner location to be announced at event. Dry camping available (no hookups). Come out, socialise, and have fun day of flying. | 2013-320

July 27 | 7th Annual Electric Fun Fly | Fun Fly | 1 Day | NIPISSING MINIATURE AIRCRAFT CLUB | Main Club Field | Jerzy Bak | (705) 495-1803 | 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 are only a \$10.00 pilots fee. Lunch and refreshments will be available. Prizes and draws. Current MAAC membership is required. | 2013-286

August 3 | 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 | 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 10 | NIPMAC Annual Fun Fly | Fun Fly | 1 Day | NIPISSING MINIATURE AIRCRAFT CLUB | Main Club Field | Brett Andrews | 705-476-2537 | brettandrews@hotmail.com | NIPMAC, North Bay-Ont. (http://nipmac.vianet.ca) Is hosting its Annual Fun Fly, open to any Model Aircraft, Quads and Helis more than welcome! At Cranberry Field - North Bay, ON (for direction see map) Time - 9:00 A.M - 5:00 P.M - Aug 10th, 2013 (one day only) There are only a \$10.00 pilots fee. Lunch and refreshments will be available. Prizes and draws. Current MAAC membership is required | 2013-294

August 17 | 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 | 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 OR Bill Whitehouse 705 560-1477 willwhit@vianet.ca | 2013-22

OTTAWA VALLEY - G

June 14 | 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 | "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 Director Ken Park PH: 613 823-1933 Email: ken_park_99@yahoo.com | 2013-159

June 15 | 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 Radion 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 | 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 | 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 | 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 | Scale over Ottawa | Competition | 2 Days | STETSON FLYERS | Main Club Field | Simon Nadler | 403 Centenaire Street Emburun 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

Calendar of Events



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 | 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 | slnpepr@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

July 27 | Brighton RC HAWKS fun fly 2013 | Fun Fly | 1 Day | BRIGHTON R/C HAWKS | Main Club Field | peter read | peterread@xplornet.com | The BRIGHTON RC HAWKS are having a FUN FLY July 28th rain date 29th hot dogs and burgers will be for sale. All sizes of airplanes bring what you have and lets have fun ty. ps A ph# will be posted soon. | 2013-290

August 3 | Upper Canada Zone Fun Fly | Fun Fly | 2 Days | OTTAWA VALLEY ZONE | Arnprior RCC | Chris Malcomson | 613-206-3433 | chris.mireille@cogeco.ca | August 3 & 4, 2013 Upper Canada Zone Fun Fly Come and join us for the family long weekend at the Arnprior Radio Control Club. This is a relaxed event that boasts a well groomed grass runway as well as room for camping and RV's (no hook ups). Come out and spend the long weekend with friends and family and enjoy the Saturday evening Deep fried Turkey dinner. Make sure you bring your night flier and Smores for the campfire. The Arnprior Radio Control Club will have a lunch time canteen on both days. Visit the Arnprior Radio Control Club Website at <http://www.arccclub.com> for directions. There will be three special raffle prizes this year. A 46" flat screen TV, A GO PRO camera and an IPOD mini. Tickets will be sold for these items only on the day of the event and you must be there for the draw to get the prize. As a result your chances of winning are high. We will be collecting a none perishable food item or a \$5 donation for the local food bank. Please contribute as those who do will be entered in a draw for a mystery prize. Pre-register pilots will have their name entered in a draw for a Spectrum DX7 radio. Deadline for pre-registration is July 27th. Landing fee for the weekend - \$20 Pre-register at www.bmaclub.ca | 2013-291

August 10 | 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 | 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: rolly@bell.net Directions: <http://www.krcm.org/map.pdf> Website: <http://www.giantscalecanada.com> | 2013-62

August 23 | Canadian IMAC Nationals | Competition | 3 Days | STETSON FLYERS | Main Club Field | Gary Robertson | garryr75@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 Stetsons Canteen will be available for lunch and refreshments. 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 | 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 | 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 aero-tow 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 aero-towing will begin much earlier, rain or shine. While this is a pretty informal get-together, current MAAC or AMA membership is required. Spec-

tators 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

October 6 | Annual Zone Meeting | National Aviation Museum, Ottawa, ON. | Zoen G AZM, doors open at 10:00 am | ZD - Chris Malcomson zd-g@maac.ca

BC COASTAL - H

June 15 | VRCMS Precision Aerobatics Contest | Competition | 2 Days | VICTORIA RADIO CONTROL MODELLERS | Main Club Field | Dave Reaville | dave.reaville@gmail.com | VRCMS Precision Aerobatics Contest. CD Dave Reaville 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 | 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 | 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 | 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 | 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.

Calendar of Events



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 RV dry camping by request, call to confirm. Proof of MAAC Membership and Aircraft Inspection is Mandatory. | 2013-185

June 23 | 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 | 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 | 2013-211

June 29 | fun-fly st-eugene | Fun Fly | 2 Days | CLUB D'AEROMODELISTE ST-EUGENE D'ARGENTENAY | Main Club Field | 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-chapelaine et on est fier d'avoir notre municipalité de notre côté et l'appui des autres municipalités de notre MRC. | 2013-285

July 6 | Spectrum Flyers Heli Fun Fly | Fun Fly | 2 Days | SPECTRUM FLYERS | Main Club Field | Jack Michaan | 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 | 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 | 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 | 2013-82

July 21 | 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 | Hoods Up Fun Scale Con-

test: 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 | 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 | 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 21 | Pitt Meadows Airport open house | Air Show/Demo | 1 Day | MISSION WINGS MODEL FLYING CLUB | Pitt Meadows Airport | Paul Bedford | 604 463 8271 | kiwipaul@telus.net | Pitt Meadows Airport is having an open house on Sunday, July 21st, 2013. The Pacific aeromodelers are hosting this event and would like all other control line models and pilots to come and fly. A flying site has been prepared for the flying of control line model aircraft. For further information contact Paul Bedford Ph 604 463 8271. email kiwipaul@telus.net | 2013-357

July 27 | 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 | 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

July 27 | Pattern in the Valley | Competition | 2 Days | SPECTRUM FLYERS | Main Club Field | Hartley Hughson | As above | | Pattern in the Valley First time Sportsman fly free! Come give Pattern a try, you have nothing to lose but a good time. Friday night is meet and greet, bring your favorite appy to share. Sat., Sun. breakfast snack, coffee and lunch for the pilots and staff is included with the entry fee. There will be BBQ's available if you have food to cook. 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. 17020 48th Avenue Surrey BC. Going South on 176th Street (hwy 15) to 48th Avenue, turn west and proceed to the end of the road and through the gate on your right. Signs will direct you from there. For further information, contact Hartley Hughson hhughson@dccnet.com 604 885 5085 | 2013-302

August 9 | 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 | 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 for up to date information. | 2013-251

August 11 | 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 | 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 | 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 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 | 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 | 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

Calendar of Events



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

September 7 | PDQ Flyers Annual Electric Fun Fly | Fun Fly | 2 Days | PARKSVILLE DISTRICT AND QUALICUM FLYERS | Main Club Field | William Rollins (Bill) | home 250-248-5545 cell 250-951-4947 | bdrolins@shaw.ca | PDQ Flyers Annual Silent Fun Fly Saturday and Sunday from 10:00 AM until 4:00 PM Hot Dogs, Pop and Chips available at a nominal fee from 12:00 - 1:30 PM Daily. See www.pdqflyers.com for further details 'OPEN FLYING' after 4:00 PM each day. | 2013-354

QUEBEC - I

June 29 | Fun-Fly St-Eugene | Fun Fly | 2 Days | Main Club Field | Club D'aeromodeliste St-Eugene D'argentay | 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-chapelaine et on en est fier d'avoir notre municipalité de notre côté et l'appui des autres municipalités de notre MRC. | 2013-285

July 27 | Vol ÎÉ l'âchelle 2013 | Fun Fly | 2 Days | CLUB AIR MODELISTE | Main Club Field | Suivre ce lien pour l'add du club: <http://clubairmodeliste.com/fr.piste.aspx> | Jean-Jacques Marier | | jjmarier@sympatico.ca | Bonjour, voici une invitation à tous ceux et celles qui aiment les modèles à l'échelle. Deux jours de bon temps et de bonne compagnie. Pour plus d'info, SVP suivre ce lien. Nous vous attendons en grand nombre. <http://clubairmodeliste.com/fr.evenements.aspx>
Hi, this is an invitation for all of you that like scale models. Two days of good time and good companies. For more info please follow this link. We'll be waiting to see you. | 2013-364

August 24 | 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 accommodation 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

July 1 | COTE ST LUC STATIC & DYNAMIC MODEL DISPLAY | Display | 1 Day | Parc Pierre Elliot Trudeau | STEVE WOLOZ | 514 944 8241 | ZD-J@MAAC.CA | Static and dynamic display of RC Models July 1 in Cote St Luc. Parc Pierre Elliot Trudeau, just beside the Samuel Moscovitch Arena; 6985 Mackle Rd Côte Saint-Luc, QC H4W 1A5; (514) 485-6806 The Static display will mean simply exhibiting your models; any size and answering visitors questions; The dynamic display will mean actually flying your planes, helicopters; quadcopters in a baseball diamond; so this means small manoeuvrable planes. Jets turbines may also be included; but strictly for starting up the motor so visitors can be thrilled by the real sound and smell of your turbine. The exhibit for us will be between 1:00 PM and 4:30 PM. Interested persons should contact Steve Woloz: 514-944-8241; zd-j@maac.ca | 2013-373

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 gratuite. 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 tous 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

July 27 | FUN FLY AMICAL du CARC LANAUDIÈRE de ST-LIGUORI | Fun Fly | 2 Days | CARC LANAUDIÈRE | Main Club Field | Pierre Morel | 450 760-9828 | aeropm@videotron.ca | FUN FLY AMICAL au CARC LANAUDIÈRE de ST-LIGUORI Le CARC Lanaudière organise un Fun Fly Amical qui aura lieu les 27 & 28 Juillet 2013 à leur terrain de St-Liguori. Il sera possible de camper sur le site si les conditions du terrain le permettent. N'oubliez pas d'apporter vos Avions de Combat Électriques. Des sessions de Vols de Nuit sont prévues, donc apporter vos modèles illuminés. Coordonnées GPS N46.013, W73.575. Pour informations: Pierre Morel 450 760-9828 ou aeropm@videotron.ca Le CARC Lanaudière est sur Facebook | 2013-323

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.clubaeromodelistasbestos.com> Pour information s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2013-21

August 10 | Amidair IMAC 2013 | Competition | 2 Days | CLUB AMIDAIR INC | Main Club Field | Guglielmo Teoli | 514-942-3923 | elmo@infotstr.com | Le Club Amidair souhaite la bienvenu à tout pilotes pour une compétition IMAC qui aura lieu le 10 et 11 Aout 2013. Des "Trophées" seront remis aux premiers trois de chaque classe. Coût: \$40.00 | 2013-322

September 14 | Fun Fly 2013 | Fun Fly | 2 Days | AIR CALM INC. | Main Club Field | Claude Mathieu | 450-432-5455 | claudemathieu@videotron.ca | Le Club Air Calm de Lachute vous invite à son Fun Fly 2013 qui se tiendra au terrain du club, rue de l'Aéroparc, les 14 et 15 septembre prochain. Aucun frais d'inscription. Piste asphaltée de 600' X 30' Piste gazon de 600' X 30' Camping sans services. Vol libre.

October 19 | St. Lawrence Zone AZM | École de Métier Aérospatiale de Montreal, 5300, rue Chauveau, Montréal, PQ, H1N 3V7 | Seminars start at 8:30, AZM starts at 1:30. | ZD-J@maac.ca

SASKATCHEWAN - K

June 15 | 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 | 2013-97

July 12 | Saskatchewan Provincial Fun Fly | Fun Fly | 3 Days | REGINA WINDY FLYERS INC. | RWF Field | Doug Brownlee | 306-949-8481 | 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 MAAC 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 -

Calendar of Events



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

July 27 | Swift Wings 2013 FunFly | Fun Fly | 1 Day | SWIFT WINGS RC FLYING CLUB INC | Main Club Field | Glen Chase | 306-773-3927 | glen.c@sasktel.net | Swift Wings invite all model flyers on Saturday July 27, 2013 to a full day of fun flying with what ever you bring to the greatest field this side of heaven. The place is Chase Field in Skyline Park. We will have novelty flights and some serious flights and yes some scary ones so come on down and join us. Concession will be open so you don't have to starve, and we will even throw in a swap shop. If you don't know the way take #4 north of Swift Current for 10km then take skyline road 4km west you will see a big sign and you have found Chase Field so come on in and enjoy the fun. For more info contact Glen Chase at 306-773-3027 or e-mail: glen.c@sasktel.com | 2013-303

August 17 | 13th Annual Giant Scale FunFly | Fun Fly | 2 Days | SWIFT WINGS RC FLYING CLUB INC | Main Club Field | Glen Chase | 306-773-3027 | glen.c@sasktel.net | Swift Wings RC Flying Club Inc. presents PRAIRIE GIANT RALLY 2013 at Chase Field/Skyline Park on August 17 and 18/13. General Public is welcome. Two days of flying your favorite big bird with no fear of hitting any trees. Rules in this event Monoplane 80 in. span, biplanes 60 in. span, jets 140 in. Combination length and span. (NO Choppers please) Weight and kill swichtes is by MAAC rules. Any 1/4 scale of full size plane will be allowed. Sorry no smaller planes allowed. Safety inspection will be made on all planes. Landing fee is \$15.00 Radio impound and morning pilot's meetings will be carried out. MAAC cards must be shown at registion. Other than that there are no rules. Concession will be open both days. Sanitary facilities are on site. Dryland camping is unlimited. Please pre register. For any further information please contact Glen Chase at 306-773-3027 or e-mail: glen.c@sasktel.net | 2013-304

August 31 | Fairview Dam fun fly | Fun Fly | 3 Days | PRAIRIE FLYERS | Fairview Dam | same as above | 306-882-2170 | g.v.johnson@sasktel.net | Fairview Dam site . From Elrose # 4 highway , go 23 km West on Hwy # 4 , then 2 km south , then West

to Dam . Dam is road signed on #44 to Dam . Dryland camping available , 110 plug connection for trailers , bring own food , etc. | 2013-355

September 28 | SWIFT WINGS HELI DAYS | Fun Fly | 2 Days | SWIFT WINGS RC FLYING CLUB INC | Main Club Field | Monty Allen | 306-773-1011 | demondofspeed@hotmail.com | HELI DAYS ARE HERE AGAIN SWIFT WINGS PRESENTS THE SECOND ANNUAL HELI FLY SEPT 28 AND 29/13 IS THE TIME CHASE FIELD IN SKYLINE PARK IS THE PLACE So come on down for 2 days of heli fun. Registration 8:30AM Field will be open at 9:00AM Landing Fee \$15.00 You Must show your MAAC card Concession will open both days Ample parking available and power for charging Sanitary Facilities on site. For further information contact Monty Allen at 306-773-1011 or e-mail at demondofspeed@hotmail.com | 2013-305

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 22 | 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 | 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 | 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 | 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 | 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 for more information. Ken Rawlins is the Event Director. <ken-rawlins@live.ca> | 2013-224

June 23 | Annual Air Show | Air Show/Demo | 1 Day | OAKVILLE MFC INC. | Main Club Field | Terry Sears | (905)-844-4048 | 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 Drumquinn 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 Drumquinn 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 Drumquinn 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 | 6th Annual Gord Silver Memorial Precision Aerobatic Contest | Competition | 2 Days | NORTHUMBERLAND ELECTRIC AVIATORS | Main Club Field | Harry Ells | 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 | Orillia Aero Modeler's Annual Fun Fly | Fun Fly | 1 Day | Main Club Field | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELERS | Mark Wandel | 705-327-3158 | 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 | OMFC Summer Fun Fly | Fun Fly | 1 Day | OAKVILLE MFC INC. | Main Club Field | Terry Sears | (905)-844-4048 | 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 fa-

Calendar of Events



yourite 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 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 | 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 | 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 | 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 | 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 Fly-

ing 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

August 31 | 8th Annual Precision Aerobatic Competition | Competition | 2 Days | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | Main Club Field | Harry Ells | 905-342-2128 | All MAAC Precision Aerobatics classes and FAI P15 & F13 will be flown. Awards will be presented to third place. Aircraft will not be measured or weighed. Any MAAC legal model may be flown in Sportsman class. | 2013-360

September 7 | 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 | 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 woodland 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.LSFLYERS.COM | 2013-128

September 21 | 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 | 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

June 15 | Fun Fly | Fun Fly | 1 Day | SAUGEEEN 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 | Warbirds Over | Fun Fly | 1 Day | SOUTHERN R/C FLYERS INC. | Main Club Field | Mark Lesperance | lesperanceremov-als@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 | 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 | 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 6 | The Bean Field Gran Prix | Competition | 2 Days | THE BEAN FIELD FLYERS | Club Field | Brad LaPointe | 519-358-5436 | bradlf2d@kent.net | July 6th 80MPH Combat, LA .25 Sport Race, Saturday night BBQ . July 7th F2D Combat, Profile Stunt, F2B Stunt . All events have prizes to third place .Basic entry \$20 plus \$5 for the next 2 events max \$30 . | 2013-339

Calendar of Events



July 7 | 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 | 2013-20

July 13 | 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@distributed.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 | 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 | 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 | 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 | 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 pre-registered before July 1, 2013, and \$15.00 at the event. Go to 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 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 20 | BipeFest | Fun Fly | 1 Day | NEW HAMBURG R/C CLUB | Main Club Field | Hanny Elsaif | 519-223-5388 | highwayhan@hotmail.com | New Hamburg RC Club is proud to host BipeFEST. We have grouped up with the Trout Farm Flyers(Coronation AB), Sioux Lookout (ON)and others, for us all to host Bi-plane only day on the same date. National BI-Plane day. Check out RC Canada for more information Rain Date will be Aug 10th | 2013-318

July 27 | 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 | blairnowkins@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 until dusk. \$5.00 parking charge per car. Pilot registration \$50.00 includes dinner on Saturday July 27. | 2013-200

August 3 | Memorial Scale Rally | Fun Fly | 1 Day | BLUEWATER R/C FLYERS | Main Club Field | Paul Chitty | 5194918186 | 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 contact ED for further information | 2013-67

August 16 | 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 | Sky Harbour Modelers and Kincardine Cloudbusters 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 or 519-524-5241 for more info and to register. | 2013-163

August 23 | Southern Ontario Control Line Championships | Competition | 3 Days | THE BEAN FIELD FLYERS | Club Field | Brad LaPointe

| 519-358-5436 | | Welcome to the Southern Ontario Control Line Championships. Co-Hosted by the BalsaBeavers and Bean Field Flyers This event includes Speed Limit and F2D Combat, LA .25 Sport Race, Old Time Stunt,Sport, Fun and Profile Scale ,Profile and F2B stunt . This event is held at the Bean Field Flyers Field outside Dresden .The CD/ED for all events other than combat is Chris Brownhill . | 2013-340

September 7 | 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 | 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

August 24 | Parkhill Conservation Lake Float Fly | Fun Fly | 1 Day | STRATHROY FLYING FARMERS R/C | Parkhill Conservation Lake | Howard Johnston | 519-657-2499 | hjohnston@rogers.com | The Strathroy Flying Farmers invites you to The Parkhill Conservation Lake Float Fly. Event date is August 24, rain date is August 25. Entry fee is \$5.00. Food and drink available. Flying starts at 9:30 am. We have a huge parking lot, lots of room. Follow the signs once you arrive. See you there! | 2013-319

September 13 | Thunderthrust Over Chatham-Kent | Air Show/Demo | 3 Days | CHATHAM AERONAUTS | Chatham Kent Municipal Airport | Peter Doupnik | 519-791-5328 | 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 or www.rcflightdeck.com for more information. This years Saturday night get together will be hosted by Blazing BBQ and will feature BBQ'd 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 Charging and overnight storage is available as well as on site primitive camping. MAAC/AMA membership is required for all fliers. | 2013-280

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