

Model Aviation

CANADA



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La mission nationale de l'association des modélistes aéronautique du Canada est la promotion de tous les aspects du modélisme tant au niveau familial, communautaire qu'individuel sous l'enseigne de la sécurité et l'accomplissement personnel.

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Sandro Novelli lands Blair Howkin's 1:3.5 scale Tomahawk BAE Hawk in the Pro-Am Sportsman class at the 2014 Top Gun competition. Sandro Novelli fait atterrir le Tomahawk BAE Hawk (à l'échelle 1:3.5) de Blair Howkin (catégorie Pro-Am Sportsman) lors du concours Top Gun 2014.
Photo by Carl Layden

Obituaries



William Henderson MAAC 1336L

On March 4, 2014 Bill Henderson passed away at the age of 82. Bill was a skillful modeler, designer and flyer throughout his long association with aeromodelling.

As an Engineering Apprentice at the Royal Aeronautical Establishment in England Bill spent his spare time on his aeromodelling hobby by specializing in the new category of Jetex powered models. In the Early 1950s Aeromodeller magazine published drawings and details of his latest Jetex model the "Vindscreenviper" which had placed 1st in the major British Contest the SMAE Jetex Challenge Cup of 1951.

A few years later Bill left for Canada; tempted by all the activities surrounding our world renowned Avro Arrow. Many years later Bill became very active in the organization of the Toronto Air and Space Museum and restoration of an Avro Arrow at that facility.

In addition to his interest in Free Flight, Bill spent a lot of his time flying rocket propelled models in the '70s and '80s. In more recent years he was Indoor Free Flight Chairman in the early '90s as well as contest director of numerous National Championships and also a judge in scale model contests.

Bill also gave his time to MAAC, working in the archives with Peter Mann and, after Peter's passing, with Fred Mes-sacar and others.

Bill will be sadly missed by the many modelers who have benefited from his generosity and expertise.

THE FLYING ACES TIGERTOWN SQUADRON'S TRIBUTE:



The Tigertown Squadron of the Flying Aces Club was established in 1997 and began indoor free-flight flying activities. Bill commuted from Toronto to fly with us in 1997, immediately taking a leadership role inspiring us with the performance of his beautifully crafted models.

The club was pleased to hear that Bill would be moving to Burlington to consolidate with others in his family in May of 2005. At that time Bill began to accept

more responsibility for the operation of the squadron including underwriting the rental fees for the gyms which he negotiated with the City of Burlington and took over the Squadron duties of Adjutant (Secretary) until 2011.

We have been very grateful to Bill for stimulating the Squadron's interest in competitive indoor rubber-powered models for which he will be remembered by all our members.



Richard Fahey, 2961L

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President's Report



Claude Melbourne 58082L
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My last column touched on the four major projects that the organization is focusing on as result of our strategic planning process.

The team heading up the club level completion project has come out of the gates on fire with The Great Canadian Aerobatic Challenge. Although I am not a Scale Aerobatic competitor, I do appreciate the skills required and with this fun challenge, it gives us all the opportunity to practice our skills and have fun doing it.

I hope by now that you and your club have had the opportunity to take advan-

tage of some of this fun. I understand that there are other Special Interest Groups (SIGs) within our organization that are preparing to present some other club-based friendly competitions to help grow our skills while having fun with our fellow fliers.

One of the projects that I would like to focus on this issue is our Communications Project. As you can imagine, this is a huge and much diversified project that can encompass many different versions of media, many of which are digital. With today's tools, we have the opportunity to reach out to both members and prospective members and communicate and receive game changing information in a heartbeat.

How would you like to wake up on a Saturday morning and receive a text or Facebook message saying that the event you are planning on attending a couple of hours away from home is a go and has sunny skies even though the weather at home is questionable? How about you get

a notification from your flying buddies that they are headed out to the field, and they want you to come along? How about having access to our magazine in digital format with embedded videos and article reviews?

Well, I am very pleased to say that some of this is being beta-tested as this article is being written and there is more on the way. This is a very exciting area of growth for our organization and I expect that it will be an area that will continue to change and grow for some time to come.

This brings me to a request that we are looking for some Subject Matter Experts or SMEs in the area of communications. If you have a background in media communications and a passion to make MAAC better, I would ask that you contact our Communications Team Leader Chris Malcomson at 613-206-3433 or at chris.mireille@cogeco.com and become a part of a group that will change how we communicate. ✈

Mot du président



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Ma dernière chronique abordait les quatre principaux projets sur lesquels se concentre notre organisme, au lendemain de notre processus de planification stratégique.

L'équipe qui dirige le projet de compétition de club est en feu! Elle coordonne le Great Canadian Aerobatic Challenge. Bien que je ne sois pas un concurrent dans le giron de l'acrobatie de copies volantes, j'apprécie certainement l'habileté requise; ce défi amusant nous

offre tous la possibilité de pratiquer nos aptitudes et d'avoir du plaisir, ce faisant.

J'espère que rendu à ce point-ci, votre club et vous-même avez eu la chance de participer. Je comprends qu'au sein du MAAC, d'autres groupe d'intérêt spécialisés préparent eux aussi des concours amicaux à l'intention des clubs, histoire de parfaire les aptitudes de pilotage tout en s'amusant entre pilotes.

L'un des projets sur lesquels j'aimerais me concentrer dans cette chronique-ci, c'est notre projet de communications. Comme vous pouvez vous l'imaginer, c'est un immense projet aux nombreuses ramifications qui peut englober plusieurs versions différentes de médias, dont plusieurs sont maintenant numériques.

Grâce aux outils modernes, nous avons la chance de rejoindre tant nos membres que des membres potentiels et de communiquer ou recevoir des renseignements vitaux qui pourraient changer la donne.

Aimeriez-vous vous réveiller un samedi matin et aussitôt recevoir un texto ou un message Facebook qui vous dit que l'évènement auquel vous voulez vous rendre à deux heures de route a bel et bien lieu et que la météo est belle là-bas même si, chez vous, le ciel est menaçant?

Aimeriez-vous recevoir un avis de la part de vos collègues aéromodélistes à l'effet qu'ils se dirigent vers le terrain de vol et qu'ils veulent que vous soyez de la partie? Que diriez-vous d'avoir accès à notre revue sous forme numérique (et avec extraits vidéo et les articles)?

Eh bien, il me fait plaisir de vous dire que certains éléments de cette nouvelle technologie en sont au stade des tests au moment où je rédige cette chronique et que d'autres avancées s'en viennent. Ce secteur excitant est en croissance et notre organisme pourrait en profiter puisque je crois qu'il connaîtra ce changement et cette croissance pendant encore un bon moment.

Ceci m'amène à une requête. Nous recherchons des experts en la matière pour les communications. Si vous avez des antécédents en communications médiatiques et que vous vous passionnez pour le mieux-être du MAAC, je vous demande de bien vouloir communiquer avec notre chef de l'équipe des communications, Chris Malcomson au 613 206-3433 ou par courriel au chris.mireille@cogeco.com de sorte à devenir membre d'un groupe qui changera la façon par laquelle nous communiquons. ✈

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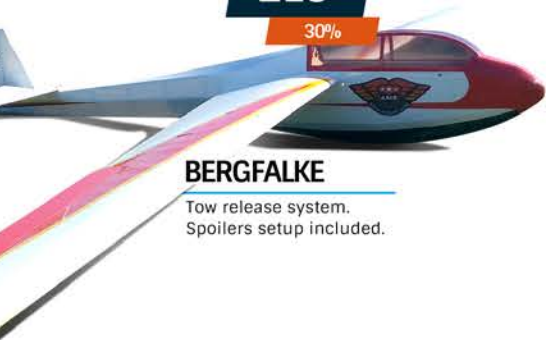


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Aircraft Modelers Research

Editor's Notes



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INTERACTIVE PDF

If you are reading this issue of Model Aviation Canada as a PDF, you might notice some interactive features in the pages. We've included as many hyperlinks as possible in the layout. Like a website, this means you can click on e-mail addresses, web addresses, story continuations, and so on, and you'll be re-directed appropriately.

You'll recognize links through a dashed outline around a word or item in the magazine. The links will range from e-mail and website addresses to links to other articles, definitions and event or advertiser websites.

If you want to e-mail a director, or an author, just click on the e-mail address in the byline and your e-mail client will open up an e-mail with the address already in it.

Interested in what events are happening in a zone? Click on the zone header in the Events listings and you'll be taken to the up-to-date listings on the MAAC website. Even our table of contents is interactive, letting you simply click on an entry and be taken straight to that page.

These are a few of the first steps we are taking towards better digital delivery of Model Aviation Canada to the members. Let us know what you think, and what other changes you'd like to see.

ADDING CONTENT

You can expect to see even more changes coming in the magazine as we plan to make room for more general interest articles, features and columns.

That also means we are looking for some good authors and photographers who are interested in working with us to build quality content that will be interesting to all of the members. If you're interested, get in touch with me and let me know your ideas! Once we have an idea of what you have to offer, we can look

at the length of the column and what we need in terms of photos or illustrations. This works much better than just submitting a story before talking to me about it -- we might already have a similar story ready to run!

SEND IN YOUR PHOTOS!

On a final note, appropriately, I'm looking to resurrect 'The Last Page' photo feature at the back of the magazine. This means we need your photos submitted to us more than ever. Photos of great models, great times, model-based scenics... send them our way.

My preference is for files as close as possible to the original camera file, and as high a resolution as possible! That makes for some large e-mails, but the higher the resolution you send me, the larger I can run your pictures!

Also, please be prepared to get me as much information about the people, planes and places in your photos. There's nothing worse than a picture without any information about it. ✈

Chronique de l'éditeur



Keith Morison 24909L
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PDF INTERACTIF

Si vous lisez ce numéro de Model Aviation Canada en PDF, vous aurez peut-être remarqué quelques innovations interactives dans les pages. Nous avons inclus autant d'hyperliens que possible dans le montage. À l'instar d'un site Web, cela signifie que vous pouvez cliquer sur des adresses courriel, adresses de site Web, des suites de reportage, et ainsi de suite, et vous serez ainsi redirigé.

Vous reconnaîtrez ces liens par le biais de lignes hachurées autour d'un mot ou d'une composante de la revue. Les liens auront rapport aux adresses courriel et sites Internet, à des articles, à des définitions, aux événements à venir ainsi qu'aux sites Web de nos annonceurs.

Si vous voulez envoyer un courriel à un directeur ou à un auteur, vous n'avez qu'à cliquer sur l'adresse courriel dans l'en-tête de la chronique et un message courriel s'ouvrira, avec l'adresse courriel déjà inscrite.

Les événements à l'intérieur d'une zone en particulier vous intéressent? Vous n'aurez qu'à cliquer sur l'en-tête de la zone dans la chronique des événements à venir et vous serez redirigé vers la liste (à jour) du site Web du MAAC. Même notre table des matières sera interactive; vous n'aurez qu'à cliquer sur un sujet en particulier pour être redirigé immédiatement vers la page appropriée.

Ce ne sont là que quelques-unes des étapes que nous avons entreprises afin d'offrir une meilleure livraison numérique de Model Aviation Canada aux membres. Faites-nous savoir ce que vous en pensez, ainsi que quels changements vous aimeriez voir survenir.

AJOUT DE CONTENU

Vous pouvez vous attendre à d'autres changements au sein de la revue puisque nous avons l'intention de libérer de l'espace pour davantage d'articles d'intérêt général, des profils et des chroniques.

Ceci signifie aussi que nous recherchons de bons auteurs et photographes qui voudraient travailler avec nous afin d'augmenter le contenu de qualité qui

soit d'intérêt pour tous les membres. Si cela vous intéresse, communiquez avec moi et faites-moi part de vos idées! Une fois que nous aurons une idée de ce que vous êtes en mesure d'offrir, nous pouvons jeter un coup d'œil à la longueur de la chronique ainsi qu'à ce dont nous avons besoin pour les photos et illustrations. Cela fonctionne bien mieux que de soumettre un reportage avant même de m'en parler -- il se peut que nous ayons déjà un reportage semblable, prêt à être publié!

ENVOYEZ-NOUS VOS PHOTOS!

Le mot de la fin, c'est en faveur de la résurrection du montage photo The Last Page, à l'arrière de la revue. Cela signifie que nous avons besoin plus que jamais des photos que vous soumettrez. Si vous avez des photos de splendides maquettes, d'un événement particulier, d'un montage mettant en vedette des maquettes... envoyez-les moi!

Ma préférence va carrément vers des fichiers qui demeurent fidèles à la résolution originale sur la caméra, et d'aussi haute résolution que possible! Votre

suite à la page 10

Alberta (A)



Don McGowan 51127L
Zone Director
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On the weekend of April 26, 2014, I attended the Annual General Meeting of MAAC in Québec City. I'm happy to report that the meeting went very well and that I found the meeting to be the best and most positive of the seven I have attended, three of which I have attended in the capacity of your zone director. The Board of Directors and support staff are working well together for the benefit of all concerned.

If you have any questions about the AGM or Board meetings, please give me a call so we can discuss your concerns.

On Saturday May 10, I had the pleasure of attending the celebration of the Didsbury R/C Fun Flyers 25th anniversary. The following is a report of the event submitted by the club treasurer, Grant Hemming:

"The Didsbury R/C Fun Flyers celebrated the club's 25th anniversary on May 10 by holding an evening meal for

its members and guests. The club was pleased to have Alberta MAAC Zone Director Don McGowan and his wife Judy join them for the evening.

"After the dinner, the Club unveiled a commemorative plaque in memory of their field namesake, Mr. Scotty MacNair. In 2007, at its annual Canada Day Fun Fly, the Club had named the airfield in honour of Mr. MacNair, DFC, a local resident who had flown 66 missions

as the upper turret gunner in Lancaster bombers during World War 2. Two of Scotty's sons returned to Didsbury to take part in the unveiling as Scotty has passed away."

A review of the Club's 25 years was given and photo albums generated much reflection and discussion. A slide show of old pictures ran continuously and displays of historical engines and radios were set up by members."

While attending the event at Didsbury, I had the pleasure of presenting Grant Hemming (MAAC # 17155) with his Leader Member certificate. If the opportunity presents itself, please extend Grant your congratulations for a job well done. It is people like Grant who keep our hobby, our clubs and MAAC alive and well.

I'll be making visits to a number of clubs and events over the summer. Don't forget that funding is available to assist with technical development and all levels of competition. If anyone has questions about how to access these funds, please give me a call. ✈



Grant Hemming, left, receives his Leader Member certificate from ZD Don McGowan. / Grant Hemming (à g.) reçoit son certificat de membre Leader des mains du directeur de zone Don McGowan.

Alberta (A)



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

C'est lors de la fin de semaine du 26 avril 2014 que j'ai participé à l'Assemblée générale annuelle du MAAC à Québec. Il me fait plaisir de vous informer que celle-ci s'est très bien passée et que je trouvais que c'était la meilleure et la plus positive des sept à lesquelles je me suis rendu (dont trois à titre de directeur de zone). Le Conseil de direction et le personnel de soutien travaillent bien, pour le bénéfice de tout le monde.

Si vous avez des questions sur l'A.G.A et les réunions du Conseil de direction, veuillez me passer un coup de fil pour en discuter.

Le samedi 10 mai, j'ai assisté avec plaisir à la célébration du 25e anniversaire du Club Didsbury R/C Fun Flyers. Ce qui suit, c'est un compte-rendu du rassemblement que nous a soumis son trésorier, Grant Hemming :

«Les Didsbury R/C Fun Flyers ont célébré le 25e anniversaire du Club le 10 mai en organisant un souper pour ses mem-



Didsbury R/C Fun Flyers President Dale Ulry (L) and Zone Director Don McGowan pose with the commemorative plaque commemorating Scotty MacNair. / Le président des Didsbury R/C Fun Flyers, Dale Ulry (à g.) et le directeur de zone Don McGowan montrent la plaque commémorative Scotty MacNair.

bers et des invités. Les membres étaient honorés de la présence du directeur de la zone, Don McGowan et de son épouse Judy.

«Après le souper, le Club a dévoilé une plaque commémorative à la mémoire du

type en l'honneur de qui le terrain a été rebaptisé : Scotty MacNair. En 2007, lors du Fun-fly de la Fête du Canada, le Club avait nommé son terrain en honneur de M. MacNair, DFC, un résident local

suite à la page 72

Atlantic (B)



Régis Landry 8512L
Zone Director
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As you get this report it's almost halfway in the flying season and I hope that we all had fun with our hobby and that the fun continues for the rest of the flying season.

The Annual General Meeting in Quebec City went smoothly as it should be and the minutes from the meeting will be out shortly. The old part of Québec city where we had our Annual General Meeting is a wonderful place to visit and that is the scene of a lot of our Canadian history.

There is a new committee that has been formed for the Multi Rotor and already we had about five members in our

zone that are interested to join as advisors to the committee until our next zone meeting this fall. At the zone meeting two members will be named as committee members, but anyone else could stay on as advisors if required.

A lot of interest is growing in all the new disciplines like FPV, UAV and so forth. With all the new technology available today these machines can be very complex but still very easy to use by almost any one that wants' to try them. Most of them are plug-and-play and are ready to fly in a few hours at the most. This is certainly not like the airplane kits many of us started with where you had to spend months to put together before you could fly it.

We are covered by insurance for property damage or injury to someone when

we fly at designated places or places where we have permission to do so but we are not covered for privacy invasion. We need to make sure we respect other people's privacy and we will be respected.

One thing that I want to let you know is that our President Claude Melbourne will be travelling from Ontario to Newfoundland and Labrador and back to Ontario in mid August. If anyone wants to meet Claude and Tina on their way over they will be glad to meet you maybe at the field or even at Tim Horton's for coffee and a chat depending on the time available.

As soon as I have the exact dates I will let you know.

See you at the flying field. ✈

Atlantique (B)



Régis Landry 8512L
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Au moment de recevoir ce rapport, nous sommes à mi-chemin de la saison de vol et j'espère que nous nous amusons tous au sein de notre passe-temps et que ce même plaisir se poursuivra jusqu'à la fin de la saison de vol.

L'Assemblée générale annuelle à Québec s'est très bien passée -- comme ce devrait être le cas -- et vous pourrez lire le procès-verbal de la rencontre sous peu. La vieille section de Québec, où avait lieu la réunion, est un bien beau lieu à visiter et c'est là que s'est passée beaucoup d'histoire.

Un nouveau comité a vu le jour à l'intention des multi-rotors et déjà, environ cinq membres au sein de notre zone veulent s'y joindre à titre de conseillers jusqu'à notre assemblée de zone, à l'automne. Lors de ce réunion, deux membres seront nommés au sein du Co-

mité mais n'importe qui peut demeurer en place à titre de conseiller.

L'intérêt grandit pour les nouvelles disciplines du vol par immersion (First Person View ou FPV en anglais), les appareils aériens non habités (Unmanned Aerial Vehicles ou UAV en anglais) et autres. Compte tenu de la nouvelle technologie qui est disponible aujourd'hui, ces machines peuvent être bien complexes, mais elles demeurent très simples à utiliser pour presque tout le monde qui veut s'en servir. La plupart sont prêtes à ce qu'on les branche et elles peuvent voler après seulement quelques heures, tout au plus. Ce ne sont certainement pas les kits avec lesquels plusieurs d'entre nous avons fait nos premières armes, là où il fallait consacrer plusieurs mois pour assembler la maquette avant même de la faire voler.

Du côté des assurances, nous sommes protégés au chapitre des dommages matériels (à la propriété) ou des dommages corporels (quelqu'un qui se fait blesser)

lorsque nous faisons voler nos maquettes en des endroits désignés ou en des endroits où nous avons la permission de le faire... Mais nous ne sommes pas protégés si quelqu'un nous actionnait pour violation de la vie privée. Nous devons nous assurer que nous respectons la vie privée d'autrui... et nous serons ainsi respectés.

Je veux aussi vous faire savoir que notre président Claude Melbourne voyagera (aller-retour) de l'Ontario jusqu'à Terre-Neuve-et-Labrador à la mi-août. Si quelqu'un veut rencontrer Claude et sa femme Tina tandis qu'ils se déplacent, ils se feront un plaisir de faire votre connaissance au terrain de vol ou chez Tim Horton's, le temps d'une tasse de café, si leur horaire le leur permet.

Aussitôt que j'aurai des dates plus précises, je vous en ferai part.

Au plaisir de vous voir au terrain de vol. ✈

Chronique de l'éditeur suite de la page 8

courriel sera volumineux mais plus la résolution est élevée, plus j'aurai une marge de manœuvre pour agrandir et publier vos photos!

Aussi, veuillez préparer autant d'information que possible sur les gens, avions et lieux que mettent en vedette vos photos. Il n'y a rien de pire que de recevoir une photo sans renseignements. ✈

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British Columbia (C)



Impressive, safe Heli flying by pilots from BC and Alberta was witnessed at the KMAS Fun Fly. / Impressionnantes démonstrations de vol d'hélicoptère en toute sécurité de la part de pilotes de l'Alberta et de la Colombie-Britannique lors du Fun-fly du KMAS. From left to right/ De g. à dr. Randy Audet-Calgary, Gerry Stiglic-Kelowna, Todd Bergstrom-Kelowna, Chris Bedford-Coquitlam, Darren Wiens-Maple Ridge, Troy Rangen-Abbotsford, Dean Obayashi-Merritt, and Marc Smith- Maple Ridge.

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

GETTING AROUND

Last year, I was so busy with work and MAAC that I hardly had time to fly. This year, I'm not as busy and have enjoyed many MAAC-sanctioned events already! So much so that some have said they don't want to interrupt me as I look like I'm enjoying myself. Trust me I am, I would enjoy myself even more if I was receiving more feedback from the members, though. Staying in touch with the members is part of the reason I go to events. Never hesitate to approach me and chat about our hobby and about MAAC.

LOOKING FORWARD

Discussions about our magazine have been enlightening. A number of members have told me that the last few issues have been really good (I agree). Some still say they have no use for the magazine. Send

me an e-mail. Do you want the Model Aviation Canada to continue or would you like to see a digital magazine or both?

Electronic communication is gaining traction over many organizations. There is a lot of work being done to bring



Riley Graf from the KMAS Club expertly pilots his Park Zone Focke-Wulf 190A-8, which is no beginner aircraft. / Riley Graf (du Club KMAS) pilote son Focke-Wulf 190A-8 (de Park Zone). Ce n'est pas une maquette pour les débutants.

MAAC into the 21st century. Efforts to maximize communications with the members are in full swing. The magazine helps us do that.

Everyone I have spoken to says they read their zone column and little else. I encourage you to read all of the articles; there is a lot of good information being shared. Keith Morison, owner of Morison Communications, puts a very large effort into our magazine. Each issue receives his full attention. Thanks Keith!

YOUR THOUGHTS ARE IMPORTANT

In the near future, we may be asked to participate in a few surveys. There are four large efforts in full swing that you will be learning more about. MAAC is focused on increasing some friendly competition, marketing MAAC, communicating with the members and captivating you with its website. Your participation with these surveys will go a long way in helping to keep our hobby strong.

All is going great! See you on the flight line. ✈

Colombie-Britannique (C)



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ÇA GROUILLE!

J'étais tellement occupé l'année dernière au travail et auprès du MAAC que je n'ai presque pas eu le temps de piloter quelque chose. Cette année,

c'est moins le cas, si bien que j'ai déjà participé à plusieurs événements que parraine le MAAC! Tant et si bien que certaines personnes m'ont dit qu'elles ne veulent pas m'interrompre parce que j'ai tellement l'air de m'amuser. Croyez-moi : c'est vrai mais j'aurais encore plus de plaisir si je recevais des commentaires ou du matériel de la part des membres. Si

je me déplace aux événements, c'est pour demeurer en contact avec les membres. N'hésitez jamais à m'approcher et à venir jaser de notre passe-temps et du MAAC.

ON REGARDE EN AVANT

Les discussions portant sur la revue

suite à la page 73

Manitoba North Western Ontario (D)



Peter Schaffer 44429
Zone Director
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So there I was, mowing the airfield in mid-October. The trees and shrubbery that surround the property are bright red or bright yellow. Large flocks of Sand Hill Cranes are traveling through the absolutely clear blue sky as they make their way south to warmer climes. Their pre-historic croak can be heard for miles. There are fresh Lynx and deer tracks in the recently spread black earth.

There is a Zen quality to the afternoon.

There is lots of time to reflect on the great things about our hobby, and more importantly, the outstanding people in the sport. The airfield is just one place, where we build aviation memories with others who are fascinated with flight of all kinds.

Building and rebuilding aircraft can

also be a shared social experience. Just as much fun is had at the coffee gatherings throughout the year. At its core, it is all about people, the warmth, fun and sense of purpose. Friendships are the glue that keeps it all together.

Modeling is not a solitary hobby practiced by hermits. There is an energy and camaraderie generated by a group of people who are passionate about things that fly. We share our building/flying techniques, successes as well as our failures/pitfalls.

Philosophically speaking, we are all connected. Each relies on the other. Everyone has something to contribute. The group is stronger than the individual.

The John Deere is running flawlessly. The blades are decapitating the large mushrooms and laying a nice windrow of cut grass on the field. A deer pauses to watch the action as it makes its way across the airstrip.

Back to analyzing why we are attracted to this hobby. Did we have a mind meld in the early days? Are the Borg real? Were we programmed by space aliens to have a passion for things that fly?

We do know that our sport is a great way to shift the mental gears for a while and let go of the mundane and everyday stresses. We do know that the thrill of flight is a passion that lasts a lifetime. We do know that our clubs are part of a bigger club family that has many cousins doing the same thing as us for the same reasons.

Even when we are not at our airfields, we dream about it -- the legendary beauty, the wildlife, freshly mowed green grass, blue skies, and epic views. A flock of geese, honking as they fly by, showing off their formation skills.

The place to be is at our R/C airfields, the happiest places on Earth. ✈

Manitoba/Nord-ouest Ontario (D)



Peter Schaffer 44429
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Et voici que j'étais au terrain en octobre dernier, en train de couper l'herbe. Les arbres et les buissons autour de la piste étaient d'un rouget ou d'un jaune écarlates. D'imposantes formations de grues du Canada font leur chemin dans le ciel d'un bleu limpide en se dirigeant vers le Sud, où la météo leur sera plus clémente. On entend leurs cris partout. Dans la terre noire, on aperçoit des pistes toutes fraîches de lynx et de cerfs.

L'après-midi a cette qualité un peu zen.

Je dispose alors de beaucoup de temps pour songer aux belles choses que nous procure ce passe-temps et encore plus important, les gens qui y évoluent. Le terrain de vol n'est qu'un lieu, mais nous y amassons des souvenirs d'aviation en compagnie de nos amis qui partagent cette fascination du vol de toutes sortes.

La construction et la reconstruction d'un avion peut se transformer en expérience sociale que l'on partage. On

s'amuse tout autant lors des rassemblements pour le café au cours de l'année. À la base, il est question de gens, de chaleur du contact humain, du plaisir qu'on ressent et du sentiment d'avoir un but à atteindre. Les amitiés, c'est la colle qui fait tenir le tout.

L'aéromodélisme n'est pas un passe-temps de solitaire que seuls les hermites pratiquent. Un groupe de personnes, ça génère de l'énergie et de la camaraderie, d'autant plus qu'ils se passionnent des choses qui volent. Nous partageons nos techniques de construction et de pilotage, nos succès mais aussi nos échecs ou contretemps.

Si je deviens philosophe pendant un petit moment, nous sommes tous connectés. Chacun se fie à l'autre. Tout le monde a quelque chose à contribuer. Le groupe est plus fort qu'une seule personne.

Le tracteur John Deere ronronne. Les pales viennent de décapiter les gros champignons et tracent un beau sillon sur le terrain. Un cerf s'arrête un instant pour examiner l'action et il traverse la piste.

Je retourne à mon analyse de ce qui nous attire au sein de ce passe-temps. A-t-on vissé nos cerveaux ensemble? Les Borgs existent-ils vraiment? Des extraterrestres nous ont-ils programmés à aimer ce qui vole?

Nous savons bien que notre sport est un très bon moyen de décompresser pendant quelques instants. Nous savons que l'excitation du vol est une passion qui dure une vie entière. Nous savons que nos clubs font partie d'une plus grande famille et que de nombreux cousins s'adonnent à la même activité pour les mêmes raisons.

Même lorsque nous ne nous trouvons pas au terrain, on y rêve -- sa beauté légendaire, la faune, un gazon vert fraîchement coupé, un ciel bleu et un paysage sans pareil. Un groupe de bernaches passe au-dessus en signalant sa présence à renforts de grands cris et en exhibant leur aptitude particulière à former un voilier (la formation).

Les lieux les plus joyeux sur la Terre, ce sont nos terrains de vol.

✈

Ottawa Valley (G)



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Zone Director
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facebook.com/ZoneG.director

I had the opportunity to attend an event earlier this year that had 1,100 registered pilots and four flight lines. The main flight line had seven pilot stations that were full almost all the time. I watched in amazement as all this flight lines operated without issue. Other than the usual number of dead stick landings and failed retracts, all went well and everyone had a great time. Were these pilots professionals or guys with years of experience? Some were but the vast majority were like you and I: regular sport flyers. I also saw slow biplanes, aerobatic planes, jets and warbirds all flying

together.

So what was the secret to the lack of mishaps? Here are my thoughts. First of all, great spotters who know what they were supposed to be doing and did it. Second is respect for the other pilots in the air and flying the circuit. There is a big difference between how you can fly on your own and how you should fly with others at a Fun Fly. The last is communication. Let the other guy know if you want to fly close in or do something out of the ordinary and discuss it ahead of time. Have your spotters talk to each other.

This may be old news for most of us but there are new people coming into the hobby all the time and this is really important stuff that deserves repeating occasionally.

I also had the chance to see a large number of young pilots. These guys are the future of our hobby. I am told that if this age group is not growing, it is not due to lack of interest as some of us may think, but it is lack of exposure. With that said, if you get an opportunity to introduce youth to the hobby, do it.

GIANT SCALE RALLY

The Kingston IMAA Giant Scale Rally is the largest event in the Zone and is being held on August 16 and 17, so dust off those big birds and get ready.

FACEBOOK

Don't forget to check out and use the MAAC Zone G Facebook page. ✈



The pilots and planes of the 2013 Kingston Giant Scale Rally. Kingston Giant Scale Rally. / Les pilotes et les maquettes assemblées au Giant Scale Rally de Kingston, en 2013.



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.



Vallée de l'Outaouais (G)



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Directeur de zone
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facebook.com/ZoneG.director

J'ai eu la chance de me rendre à un événement, plus tôt cette année, là où 1 100 pilotes étaient inscrits et où quatre lignes de vol étaient en fonction. La ligne de vol principale pouvait accommoder sept pilotes à la fois et elle était presque toujours utilisée à capacité maximale. Émerveillé, j'ai observé toutes ces opérations qui se sont déroulées sans heurts. Si on fait exception des atterrissages dûs aux pannes sèches et aux trains d'atterrissage escamotables qui ont fait défaut, tout s'est bien passé et tout le monde s'est bien amusé. Ces pilotes étaient-ils des professionnels ou des gars d'expé-

rience? Quelques-uns, oui, mais la grande majorité était constituée de gens comme vous et moi : des pilotes sportifs. J'ai aussi vu des biplans peu rapides, des avions acrobatiques, des jets et des coucous de guerre voler en même temps.

Et donc, quel est le secret de cette absence d'accidents? Voici ce que j'en pense. En premier lieu, de bons observateurs (spotters) font toute la différence lorsqu'ils savent quoi faire et qu'ils le font. En deuxième lieu, tout le monde a fait preuve de respect envers les autres pilotes dont les maquettes étaient en l'air et tout le monde a respecté le circuit. Il y a un monde de différence entre la façon de piloter votre appareil lorsque vous êtes seul et comment vous devriez piloter en présence des autres lors d'un Fun-fly. Le dernier point à marteler, c'est la com-

munication. Faites savoir à l'autre pilote si vous voulez faire voler votre maquette de près ou exécuter une manœuvre qui sort de l'ordinaire; faites-lui en part à l'avance. Et faites en sorte que vos observateurs se parlent.

Cela peut sembler redondant pour la plupart d'entre nous mais de nouveaux pilotes font leur entrée au sein du passe-temps et ce sont des consignes qui valent la peine d'être répétées.

J'ai aussi vu de nombreux jeunes pilotes. Ceux-ci constituent l'avenir de notre passe-temps. On me dit que si ce groupe ne s'accroît pas, ce n'est pas en raison d'une absence d'intérêt -- comme nous pourrions le penser -- mais plutôt en raison d'un manque de visibilité. Ceci dit, si vous avez la chance de montrer notre

suite à la page 15

UPPER CANADA FUN FLY

AUGUST 2&3 2014

9 AM START

**\$100's in Raffle Prizes
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Bill Rollins 27460L
Zone Director
250-248-5545 zd-h@maac.ca

Québec City. Wow! What a beautiful city. The 2014 MAAC Annual General Meeting (AGM) in Québec City was the best AGM that I have been involved with. Thank you to Nicole and Rodger Williams for doing such a wonderful job of organizing this event. Thank you also to all the volunteers in Québec who made this happen, and to all the members who made the time to attend.

I don't think any of us will ever forget your wonderful historic city nor the friendly atmosphere and hospitality that we received during our stay.

The AGM, which takes place on Sunday afternoon, is preceded by an Executive Meeting on Thursday and Board of Directors (BOD) Meetings on Friday and Saturday. These meetings are an all-day affair and historically are grueling, to say the least. This year, the BOD was in session for ten Thursday evening phone meetings preceding the AGM, which helped to alleviate the workload in Québec.

MAAC has been blessed by a Professional Subject Matter Expert (SME) business "GURU" Mr. Geoff Strotmann. Geoff has volunteered his time and expertise for the last five years or so to help us (MAAC) with Organization, Team and Planning Process Development. We owe a great deal to Geoff as he has helped guide the BOD while we developed a business plan ("Hoshin Plan") that hopefully, will help the current and future BODs manage MAAC in a professional business framework.

I was very impressed with the approach that Geoff used to tie in our business plan discussions with his presentation on Director Duties and Responsibilities and to repetitively (for good

Vallée de l'Outaouais (G) suite de la page 14

passe-temps à des jeunes, faites-le.

L'IMAA Giant Scale Rally de Kingston est le plus important événement au sein de la zone et il se déroulera les 16 et 17 août. Dépoussiérez vos gros oiseaux et préparez-vous!

FACEBOOK

N'oubliez pas de consulter et d'utiliser la page Facebook de la zone G. ✈



Abbotsford Hawks member Bill Pottage's 1/4 scale Tiger Moth 82a. This beautiful airplane is covered in Solartex and is powered by a Ryobi 30cc engine. It was scratch-built from Clarke Industry plans, and features a 20X6 Clarke scale propeller. It has an 88" wingspan, 2200 sq. in. and weighs in at 21 pounds. Picture was taken by the late Tom Hammond. / Le Tiger Moth 82a de Bill Pottage (un membre des Abbotsford Hawks). Cette maquette splendide est recouverte de Solartex et est mue par un Ryobi de 30 c.c. Bill l'a construit de façon artisanale grâce à des plans de Clark Industry. Une hélice Clarke de 20 X 6 fournit la traction. L'avion possède une envergure de 88 pouces et elle pèse 21 livres. Le regretté Tom Hammond a pris la photo.

reason) impress on us how they are invariably connected. This session ended with a roundtable question and answer period which melded the BOD in a way that was positive, positive, positive. Geoff received a huge thank you and round of applause from all of us.

From my perspective, some of the other AGM highlights were that we finally finished the process with the new Canada Not For Profit Act and we are now compliant. Awesome! I can tell you one thing for sure and that is: we owe a great deal to all those who contributed so much to get us through this three-year process. Thank you to everyone involved who made this happen.

The BOD has also received and discussed the report from our tax lawyer on the Canada Revenue Agency (CRA) audit that was done, a few years ago. We are not currently in any danger of losing our not-for-profit status, and we will have the Constitution Advisory Committee address the report's recommendation to once again add insurance back into our by-laws.

I want to congratulate Sea To Sky R/C Flyers President Keith Bennett for step-

ping forward and taking on the responsibility of becoming our new Constitution Advisory Group Chair; thank you, Keith. The Constitution Committee has been revised to the Constitution Advisory Group, which has been modelled on the success of our Insurance Advisory Group. If you are interested in being part of this group and feel that you can make a positive contribution, please e-mail a résumé to the BOD for its consideration, at bod@maac.ca.

This year, the 2014 B.C. Coastal Zone Annual Zone Meeting (AZM) / Swap Meet will be held on Saturday, September 13 at 12:00 NOON. Set-up and registration are from 11:00 a.m. until noon with the Swap Meet being held directly afterwards. The Address is 2300 Bowen Road, Nanaimo B.C. Rooms 1-2-3. Transportation will be provided to and from the Departure Bay Ferry Terminal. Anyone wishing to attend the AZM from the lower mainland, please contact me at least a week before so that I can arrange pick-up.

I hope you all have a wonderful flying season. That's it for now! Bye. ✈

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

Québec. Wow! Quelle magnifique ville! L'Assemblée générale annuelle (A.G.A.) était la meilleure à laquelle il m'ait été donné de participer. Merci à Nicole ainsi qu'à Rodger Williams d'avoir fait un si bon travail d'organisation. Merci à tous les bénévoles de Québec qui ont rendu la chose possible ainsi qu'à tous les membres qui se sont déplacés.

Je ne crois pas que quelqu'un parmi nous soit près d'oublier notre ville historique ou l'atmosphère sympathique ainsi que l'hospitalité qu'on nous a témoignée pendant notre séjour.

L'A.G.A. qui se déroule le dimanche après-midi a été précédée par une réunion de l'exécutif le jeudi et par des réunions du Conseil de direction les vendredi et samedi. Ces rencontres ont duré toute la journée et elles ont toujours été ardues. Cette année, les membres du Conseil de direction ont participé à des conférences téléphoniques pendant dix jeudis consécutifs avant l'A.G.A., ce qui a diminué de beaucoup la charge de travail à Québec.

Le MAAC a bénéficié de l'aide d'un expert en la matière pour les affaires, Geoff Strotmann. Geoff a offert de son temps et de son expertise bénévolement au cours des cinq dernières années afin de nous aider (le MAAC) à guider le Conseil de direction pendant que nous avons conçu un plan d'affaires (le plan Hoshin) qui, nous l'espérons, aidera le Conseil actuel (et les prochains) à gérer le MAAC selon un modèle d'affaires qui soit professionnel.

L'approche qu'a utilisée Geoff m'a beaucoup impressionné -- il a fait le lien entre les discussions portant sur notre plan d'affaires et les devoirs et responsabilités des directeurs afin de marteler (à juste titre) la notion auprès des directeurs que ces notions sont invariablement inter-reliées. Cette séance s'est terminée avec une période de questions et de réponses qui a eu pour résultat de souder le Conseil de direction de façon très, très positive. Geoff a eu droit à de retentissants remerciements et à une salve



Abbotsford Hawks member Lea Sheppard's beautiful Curtiss "Jenny" JN4 with an approximately 87-inch wingspan and coming in at approximately 14 lbs. This model is powered by a Saito .82 four-stroke. Photo by Tom Hammond. / Le Curtiss Jenny JN4 de Lea Sheppard (un autre membre des Abbotsford Hawks). Envergure d'environ 87 pouces et poids d'approximativement 14 livres. Motorisation par un quatre-temps Saito .82. Une autre photo du regretté Tom Hammond.

d'applaudissements de notre part.

De mon point de vue, certains des hauts faits de l'A.G.A., c'est que nous avons finalement terminé le processus entourant la nouvelle loi portant sur les sociétés sans but lucratif, si bien que nous nous y conformons. Bravo! Je peux vous dire une chose : nous devons une fière chandelle aux personnes qui ont apporté une si importante aide afin de mener à bien ce projet depuis trois ans. Merci à tous ceux qui y ont contribué.

Le Conseil de direction a aussi reçu -- et discuté -- du rapport en provenance de notre avocat en fiscalité sur la vérification à laquelle a procédé l'Agence canadienne du revenu, voilà quelques années. Nous ne risquons pas du tout de perdre notre statut d'organisme sans but lucratif et notre Comité consultatif sur la charte (Constitution) se penchera sur la recommandation du rapport afin de ramener de l'assurance au sein de nos statuts et règlements.

Je félicite le président du Club Sea To Sky R/C Flyers, Keith Bennett; ce dernier a proposé son aide et est devenu le président du Comité consultatif de la charte (Constitution). Merci, Keith. Ce comité

a été transformé en entité consultative, d'après le modèle de notre Comité consultatif sur les assurances. Si vous voulez faire partie de ce group parce que vous croyez y apporter une contribution positive, envoyez votre curriculum vitae par courriel au Conseil de direction, au bod@maac.ca

Cette année, l'Assemblée annuelle de la zone côtière de la Colombie-Britannique et vente-échange (Swap Meet) auront lieu le samedi 13 septembre 2014 à midi tapant. L'installation et les inscriptions auront lieu entre 11h00 et midi et la vente-échange se déroulera tout de suite après. L'adresse, c'est le 2300, Bowen Road à Nanaimo (Colombie-Britannique), dans les salles 1, 2 et 3. Nous pouvons offrir du transport depuis et jusqu'au Terminal du traversier de Departure Bay. Quiconque veut se rendre à la réunion depuis le continent devrait communiquer avec moi au moins une semaine au préalable afin que je coordonne quelqu'un pour aller à sa rencontre.

J'espère que vous aurez une saison de vol absolument magnifique. C'est tout pour l'instant. Bye! ✈

Québec (I)



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Comme nous l'avons mentionné dans le numéro précédent, l'A.G.A. s'est déroulée à Québec et je peux affirmer une fois de plus qu'elle a été couronnée de succès.

J'aimerais remercier de façon particulière les bénévoles qui m'ont donné un coup de main à titre d'hôte : Michel Martin (assistant directeur de zone), Dale Patry (traduction), Martin Lefebvre (assistant directeur de zone) Jean-Paul LeGuilcher (directeur de zone adjoint), Robert Verrault (guide touristique) et surtout mon épouse Nicole Vermette (notre coordonnatrice d'événements) ainsi que tous les membres qui se sont déplacés afin de nous encourager lors de l'Assemblée générale annuelle.

Au cours des réunions, tous les directeurs de zone ont travaillé main dans la main afin d'améliorer le MAAC, l'un des meilleurs organismes qui soient et l'équipe a vraiment commencé à fonctionner en bloc.

De nouveaux comités ont été formés afin de traiter des communications avec les membres ainsi que pour apporter des modifications au site Web. Un nouveau comité chargé de traiter des problématiques des multi-rotors a été créé et Yves Auger le dirigera. Nous lui souhaitons certainement la bienvenue, d'autant plus que ce volet de notre passe-temps est

celui qui connaît le plus de croissance au sein de notre sport.

Certains critères ont été modifiés afin que quelqu'un accède à la catégorie des membres Leader. Avant l'A.G.A, un modéliste devait avoir accumulé dix ans de service continu. Toutefois, ce paramètre a été modifié à dix ans de service au total. Cela viendra en aide aux modélistes qui



Quelques-uns des directeurs de zone (et leur épouse respective) qui n'arrivaient pas à gravir les 23 marches du hall d'entrée du Manoir Victoria à Québec sans prendre une pause. / Some of the Zone Directors and their wives who couldn't make it up the 23 steps to the lobby of the Manoir Victoria Hotel in Québec City without taking a rest.

ont offert des services mais qui n'ont pas été actifs pendant dix années consécutives parce qu'ils ont dû mettre leurs activités de passe-temps de côté, pour une quelconque raison.

Le succès de ces réunions se fera sentir à mesure que les changements sont apportés au sein du MAAC. Demeurez aux

aguets puisque bien des choses excitantes s'en viennent.

QUELQUES-UNS DES ÉVÈNEMENTS DE L'ÉTÉ

Plusieurs Fun-flies locaux et activités figurent déjà au calendrier, et ce, à quelques heures de conduite au sein de notre zone; gardez un œil sur la rubrique des événements à venir (à notre site Web) et songez à vous y rendre!

NOTRE MEMBERSHIP

Le nombre d'adhésions est à la baisse, cette année. Toutefois, je pourrais attribuer cela à l'hiver qui n'en finissait plus. Mais il nous faut déployer certains efforts afin de recruter des amis de sorte à faire augmenter -- et non diminuer -- le nombre de membres au sein de la zone.

L'AVENIR DU MAAC

Je crois que l'avenir du MAAC est très prometteur et que nous sommes appelés à connaître de la croissance jusqu'à ce que nous puissions nous mesurer à d'autres pays. MAAC fait maintenant et plus que jamais la promotion de la compétition dans ses rangs, y compris d'autres formes de concours que les disciplines (traditionnelles) de la FAI. Si vous voulez organiser une petite compétition entre clubs, faites-moi en part et peut-être pourrai-je contribuer à sa promotion.

Au plaisir de vous voir aux compétitions et aux Fun-flies! ✈

Québec (I)



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Zone Director
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As stated in the last magazine that the AGM was held in Québec City and I can only reiterate that it was very successful.

I would like to give a special thanks to the volunteers who assisted me in hosting the 2014 AGM such as Michel Martin (AZD), Dale Patry (translation), Martin Lefebvre (AZD), Jean-Paul LeGuilcher (DZD), Robert Verrault as the tour guide, and most of all, my wife Nicole Vermette our event coordinator, and all of the members who came out to support us at

the AGM meeting.

During the meetings, all of the zone directors worked hand in hand to make MAAC one of the best organizations that there is and the team have really began to function as one.

New committees have been formed to deal with member communication and website changes. A new committee has been formed to deal with multirotor issues with Yves Auger as the chairman. We certainly welcome him aboard as this part of the hobby is becoming one of the fastest growing sectors of our sport.

Some of the criteria have changed for the Leader member category. Prior to the

AGM, one must have ten years consecutive service. However, now it has been changed to ten years total service. This will help for some who have shown outstanding service but haven't been there for ten years in a row and have had to leave the hobby for various reasons.

The success of these meetings will become evident as there will be many more changes to what's happening with MAAC, so stay tuned as there is a lot of excitement coming.

CHECK OUT SOME EVENTS THIS SUMMER

There are many local Fun Flies and ac-

continued on page 71

Steve Woloz 7877L
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LES ÉVÈNEMENTS EN BRANLE EN 2014

L'Assemblée générale annuelle qui a eu lieu à Québec -- dont l'hôte était Roger Williams -- s'est très bien déroulée. Les réunions ont connu beaucoup de succès grâce au leadership de Claude Melbourne, ce dernier ayant notamment décidé d'organiser des conférences téléphoniques avant même l'A.G.A.

On doit noter l'arrivée de Dave Loveday, assistant directeur de la zone Saint-Laurent, au sein du Comité consultatif sur la charte (Constitution).

Nous encourageons tous les lecteurs à songer aux personnes qu'ils voudraient mettre en candidature au titre de Leader l'année prochaine puisque c'est là l'une des reconnaissances à portée de tous.

MARK BETUZZI EN VISITE AU CLUB MARS 28 AVRIL 2014

Les visiteurs étaient nombreux afin d'entendre le conférencier invité Mark Betuzzi qui a parlé des problématiques entourant le spectre radio. Tout le monde présent a trouvé que Mark avait offert quantité de renseignements pratiques, en plus d'être divertissant.

Mark nous a parlé d'un sujet peu souvent abordé, l'utilisation de plus en plus courante des réseaux WiFi, ce qui fait que nous devrions guetter tout signe d'interférence au sein de la bande 2.4 MHz. Il a encouragé les membres à télécharger l'application WiFi Analyser afin d'apprendre si de tels réseaux étaient en fonction près de leurs terrains de vol.

LE 11 MAI 2014 À HAMPSTEAD

Après avoir été retardé d'une semaine la célébration entourant le 100e anniversaire d'Hampstead s'est déroulée le 11 mai sous un ciel ensoleillé mais avec des vents qui atteignaient parfois les 26 km/h. Cela a rendu les démonstrations de vol difficiles, surtout pour les diminutifs appareils de type Park Flyers. Malgré tout, nous estimons à au moins 100 le nombre de spectateurs qui ont beaucoup aimé l'exposition statique et les quelques démonstrations de vol.

Un merci particulier est de mise à l'endroit de Richard et d'Alexandre Gareau, Yves Auger et son fils aux commandes de leurs multi-rotors; ces der-

niers ont pris des prises de vue fantastiques du parc Hampstead. Merci aussi à Lorne Rodin (avec son hélicoptère 3D) à Hans Kaufman et ses foamies ainsi qu'à Paul Adjodha qui a fait démarrer sa maquette à turbine à plusieurs reprises, ce qui a ravi les spectateurs.

Un autre merci à l'endroit de tous les autres membres du MAAC qui ont montré leurs maquettes, y compris David Janashivili et ses avions à l'échelle 35 %. Merci aussi aux 21 membres du MAAC qui se sont déplacés malgré le fait que c'était la Fête des mères. Merci à Chandra Devenyi, la directrice des parcs et loisirs d'Hampstead qui a coordonné le tout et qui nous a offert des rafraîchissements.

LES CADETS DE L'AIR DE PIERREFONDS 17 MAI 2014

Dans le cadre de nos efforts de rejoindre des membres plus jeunes, Paul Grenier et Normand Bernard se sont occupés d'une table d'exposition du MAAC lors du 40e anniversaire de l'Escadron 830 des Cadets de l'air de Pierrefonds. Plusieurs visiteurs se sont vu remettre un exemplaire des revues du MAAC à titre gracieux et ont examiné les objets de l'Association. Nous espérons qu'éventuellement, certains d'entre eux deviendront membres du MAAC.

DE PROCHAINS ÉVÈNEMENTS FUTURE

There are numerous upcoming events as listed in the events section of the MAAC magazine. We hope that you will all take advantage of these opportunities to visit other clubs and have fun.

WINGS PROGRAMS AND BLADES PROGRAMS

Nous encourageons tous les clubs à faire connaître leur programme d'obtention des ailes et des pales (ce dernier, pour les hélicoptères). J'aimerais pouvoir remettre plus de 50 certificats lors de l'Assemblée annuelle de la zone.

MISES EN CANDIDATURE POUR LES PRIX

Si vous songez à soumettre le nom de quelqu'un à l'un des prix de distinction du MAAC (Temple de la renommée, Pionnier, Leader ainsi que la bourse d'études de 5 000 \$), je vous encourage à vous pencher sur les formulaires dès maintenant. Toutes les mises en candidature doivent être soumises par écrit à temps pour l'Assemblée annuelle de la zone.

MISE EN CANDIDATURE DE L'ASSISTANT DIRECTEUR DE ZONE

Si vous songez à soumettre votre nom à titre d'assistant directeur de zone, vous devez nous en faire part par écrit (demande agrémentée d'un proposeur et d'un appuieur) autant au siège du MAAC qu'auprès du directeur de zone au moins 30 jours avant l'Assemblée annuelle de la zone.

ASSEMBLÉE ANNUELLE DE LA ZONE EN 2014

Bien que la saison 2014 vienne tout juste de débiter au moment où je rédigeais cette chronique, nous devons aussi penser à l'Assemblée annuelle de la zone. Elle se déroulera le 25 octobre 2014 au lieu habituel, l'École des métiers de l'aérospatiale de Montréal (5300, rue Chauveau) à Montréal (Québec) H1N 3V7 (téléphone : 514 596-2376). Vous pourrez lire de plus amples détails dans le prochain numéro de Model Aviation Canada. ✈

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2014 EVENTS WELL IN PROGRESS

The AGM, held in Québec City with Rodger Williams hosting, went very well. The meetings were very successful thanks to the capable leadership of Claude Melbourne who held many conference calls way in advance to the AGM itself.

It is noteworthy that Dave Loveday, Assistant Zone Director in the St. Lawrence region, has been welcomed in to assist as the Constitutional Advisory Committee.

We encourage all readers to consider now who they may want to nominate for Leader awards next year since this is one of the most reachable of awards for all.

CLUB MARS VISIT WITH MARK BETUZZI APRIL 28, 2014

There was a packed house as Club MARS welcomed Mark Betuzzi as the guest speaker on the subject of radio spectrum issues. All who attended found that not only was Mark very informative but also very entertaining.

The one concern that Mark expressed is that with the widespread use of WIFI networks, we need to check for possible interference with the 2.4. MHz band. He urges members to download the APP 'WIFI Analyser' to know what WIFI networks are in operation near their flying fields.

HAMPSTEAD MAY 11, 2014

After being delayed one week, the Hampstead 100th birthday celebration took place on May 11, under beautiful sunny skies, but with wind gusts up to 26 kilometres per hour. This made it difficult for good demonstrations, especially since those planes that had intended to fly were in the category of Park Flyers. Nonetheless, we estimate that at least 100 spectators were thrilled by both our static and dynamic display.

Special thanks to our pilots Richard and Alexandre Gareau, Yves Auger and his son who flew their multirotors and took many great shots of Hampstead Park, Lorne Rodin with his 3D Heli, Hans Kaufman with his foamies, and Paul Adjodha who fired up his jet turbine several times and really thrilled the crowd of curious onlookers.



From Left, Paul Grenier, Steve Woloz, and Normand Bernard man the MAAC exhibit table at the 40th anniversary of AIR CADET Squadron 830 in Pierrefonds. / De g. à dr. : Paul Grenier, Steve Woloz et Normand Bernard s'occupent de la table d'exposition du MAAC lors du 40e anniversaire de l'Escadron 830 des Cadets de l'air de Pierrefonds.

A special thanks to all other MAAC members who showed off their beautiful models, including David Janashvili with his 35 % scale models. We wish to thank the 21 MAAC members who did show up in spite of it being Mothers' Day as well. A special thanks to Chandra Devenyi, the Hampstead Park recreation director who organized this events and also served us all with great refreshments.

AIR CADETS: PIERREFONDS MAY 17, 2014

As a part of our outreach to younger members, Paul Grenier and Normand Bernard manned a MAAC exhibit table at the 40th anniversary of AIR CADET Squadron 830 in Pierrefonds. Many visitors, who were given complimentary MAAC magazines, took in the display. We hope that in the long run, they will join MAAC.

FUTURE EVENTS

There are numerous upcoming events as listed in the events section of Model Aviation Canada. We hope that you will all take advantage of these opportunities to visit other clubs and have fun.

Wings Programs and Blades Programs
We encourage all clubs to publicize their Wings and Blades programs. I would like to be able to hand out more

than 50 wings certificates at this year's AZM.

NOMINATIONS FOR AWARDS

If you are considering nominating anyone for any of the numerous MAAC honorary awards (Hall of Fame, Pioneer, Leader, and the \$5,000 scholarship), start working on the submissions now. All nominations must be submitted in writing for the AZM.

NOMINATION FOR DEPUTY ZONE DIRECTOR

If you are thinking of submitting your candidacy for Deputy Zone Director, your intention must be submitted in writing, with a proposer and a seconder, to both the MAAC head office as well to the Zone Director a minimum of 30 days prior to the Annual Zone Meeting.

AZM 2014

Although the 2014 season has just begun as I am writing this column, we must also look forward to our upcoming Annual Zone Meeting. It will take place on Saturday, October 25, 2014, at the École des métiers de l'aérospatiale de Montréal (5300 rue Chauveau) Montréal, QC H1N 3V7; phone: (514) 596-2376. More details will follow in the next Model Aviation Canada. ✈

Saskatchewan (K)



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

As I sat down to write this column, I started to realize that I have absolutely nothing to fly. Well, actually that's not quite true... there is this old hangar queen that's been a point of contention for quite some time now in my stable; it's actually more like a joke amongst my fellow fliers and club members. The project started back in the fall of 91', was completed around 98', repaired and repainted in 2010... and that was just from hanging around.

Well guys, she's going up this summer. Yup, the DC-3 is finally going to hit the sky, and video will certainly follow.

WHAT'S NEW IN THE ZONE

We have a new club, the Humboldt RC club, led by their president Lee Dufort. Let's welcome the new club and members. I had an opportunity to see their flying site and I will say that it is in a great location. That makes two new clubs in the last year and a half. Let's all try to support and participate in their events!

Check the event listings in the back of the magazine and on the MAAC website for all upcoming events.

MAAC AGM

That brings me to the AGM in Québec City. I will say that this was one of



Heinz Pantel's Money Pitt. Engine; Moki 215 radial, wing span 10 ft. weight 50 lbs. / Le Money Pitt de Heinz Pantel. Motorisation : Moki 215 radial; envergure de 10 pieds; poids de 50 livres. Photo by Doug Moisuk.

the better AGMs that I have attended. We had a very productive executive and Board meetings. We have been using Subject Matter Expert Geoff Strottmann for a few years to help us with our business planning. Some of you may remember that he was at the 2013 AGM in Saskatoon. Mr. Strottmann offered his services by providing to the Board and executive insight and understanding of the duties and expectation of all the Board of directors and executive committee members.

This education was well received by both the Board and executive.

At the AGM, we had member representatives from zone A, B, H, I, J, K. We also had some committee chairmen also in attendance. The Constitution chair

Fred Messacar retired and was succeeded by Keith Bennett from B.C. The Constitution Committee has also been changed from a committee to an advisory group; and the position of Past President has been eliminated.

Although this is early, I have to remind you that the AZM will be around the corner by the time you receive this magazine and it will be held in Saskatoon on Sunday, October 5, at the HCRCC clubhouse.

This year is the year for the election of your Zone Director!

Until I see you at the flying field somewhere, safe flying, be aware of your surroundings, be considerate of others and let this year be exceptionally fantastic! ✈

Saskatchewan (K)



Heinz Pantel 42484L
Directeur de zone
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Au moment de m'asseoir afin de rédiger cette chronique, je me suis aperçu que je n'ai rien à faire voler. En fait, ce n'est pas vrai... Ma bonne vieille reine de hangar demeure un point de contention au sein de ma collection. C'est devenu une blague au sein de mes collègues de club. Le projet a débuté à l'automne 1991, je l'ai terminé vers 1998, je l'ai réparé et repeint en 2010... et la maquette était tout simplement dans mon atelier. Eh bien les gars, ma maquette prendra la voie des airs, cet été. Oui, le DC-3 se dirigera vers le ciel et vous aurez sûrement droit à une vidéo.

QUOI DE NEUF AU SEIN DE LA ZONE

Nous comptons dorénavant un nouveau club, celui de Humboldt, que préside Lee Dufort. Bienvenue au nouveau club et à ses membres. J'ai eu l'occasion de jeter un coup d'œil à son terrain et je vous dirais volontiers que c'est un endroit sensationnel. Ainsi, deux clubs sont nés au cours des 18 derniers mois. Tentons de les encourager et participons à leurs événements!

Consultez la liste des événements à venir à l'arrière de cette revue et au site Web du MAAC.

A.G.A. DU MAAC

Ce qui m'amène à l'Assemblée générale annuelle à Québec. Je vous dirai que c'est l'une des meilleures rencontres aux-

quelles j'ai participé. Nous avons eu des réunions très productives de l'exécutif et du Conseil de direction. Nous avons recours à l'expert en matière Geoff Strottmann depuis quelques années, histoire de nous aider dans notre planification d'affaires. Quelques-uns d'entre vous se souviendront de sa présence à l'A.G.A. de Saskatoon, en 2013. Monsieur Strottmann a offert ses services en offrant une perspective au Conseil de direction et à l'exécutif, ce qui a permis aux membres de comprendre leurs devoirs et leurs attentes.

Cette séance éducative a été bien reçue de la part du Conseil d'administration et de l'exécutif.

Lors de l'A.G.A., des représentants des

suite à la page 56



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

This year's Annual General Meeting took place in the heart of Québec City, known as Vieux Québec. I think it's one of the most beautiful cities in the country. The streets, the buildings, the history. If you have never been, I think it's a place everyone should go visit at least once in their life.

The meetings and workshops of the AGM were very productive. There was a lot of energy and positive ideas flowing. As the season rolls along, you will start to see some of these ideas and projects come to life. As a group, the Board is excited to see these new things start to come to life.

ZONE COLUMN CONTRIBUTIONS

I am extending the invitation once again to all clubs and members for material to be included in the Zone "L" magazine column. Showcase your club, and members. What you have been doing or plan to do. This space is for all of us.

Last issue, we had two contributors: the Mississauga Model Flying Club and the Keswick Model Aircraft Club, which showcased their new geotextile runways. This month's column contribution comes

from Simon Hinchcliff of the TEMAC Club, telling us about a fantastic and easy race series that the club runs.

TEMAC RACE SERIES

The TEMAC Club has grown over the last five years and in the fall of 2012, we decided to launch our own race series. This may sound simple, but we were trying to achieve a number of objectives with the series. Safety was paramount, but the two other values that TEMAC operates by are inclusion and fun.

We wanted to encourage people to compete and allow pilots of differing skills to take part while ensuring the experienced flyers still felt challenged. We had read about some clubs doing foam Warbird racing, but that wasn't what we wanted. Long story short, we resurrected the old "Piker" class racing rules, from a series first introduced around 1997 by a founding member of our club, Robert Pike.

The class was created for entry level pylon racing, for an airframe that didn't need to be sophisticated or require high-end equipment. Piker class racing has three simple limiting rules that we adopted, to ensure the racing was fun, fair and exciting:

1. 180 sq.in. minimum of wing area
2. Wing thickness must be 10% of lo-

cal chord at any point along the span.

3. Minimum weight of 16 oz.

With the airframe out of the way, we decided on a rule for power systems that would account for the advances with brushless motors and LiPo batteries, but keep the racing manageable and accessible. Ed McMann, a club speed freak, had a stroke of genius; if we specified one size ESC for all planes, the tinkering pilots could still play with motor and prop combinations but power would be effectively capped. We selected the Castle Creations 18A Thunderbird ESC, limiting us to 3S LiPos and around 200 watts.

Back in those early days, Scott Black, a Canadair engineer and "Piker class racing" enthusiast, designed the "Nooner" aircraft to fit those rules. TEMAC found that the Nooner kit was still available from Icare, in Québec, so we declared it the specified airframe for the first year of racing. Icare kindly supported a group buy for 14 kits and Ed McMann kindly did a photo-build thread on our forum, to help other racers complete their kit and get in the air quicker.

So, we had rules, an aircraft and we had 15 pilots signed up. One last aspect was missing, which as it turned out, was the biggest fun-generator of the whole series... a points system.

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Directeur de zone
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L'Assemblée générale annuelle de cette année s'est déroulée en plein cœur de Québec, le Vieux-Québec. Je crois que c'est l'une des plus belles villes du pays. Les rues, les édifices, l'histoire. Si vous n'y êtes jamais allé, je crois que c'est un lieu que tout le monde devrait visiter au moins une fois dans leur vie.

Les réunions et les ateliers ont été très productifs. Il y avait beaucoup d'énergie et les idées positives abondaient. À mesure que progresse la saison de vol, vous verrez quelques-unes de ces idées et projets prendre vie. En tant que groupe, le Conseil de direction est excité d'assister à ces développements.

CONTRIBUTIONS À LA CHRONIQUE DE ZONE

Je lance l'invitation une fois de plus à tous les clubs et aux membres afin qu'ils offrent du matériel à inclure au sein de cette chronique, celle de la zone «L». Mettez en valeur votre club et ses membres, ce que vous avez réalisé et ce que vous avez l'intention de faire. Cet espace est pour nous tous.

Lors de la parution du dernier numéro, nous comptons deux collaborateurs : le Mississauga Model Flying Club et le Keswick Model Aircraft Club, qui nous ont parlé de leurs nouvelles pistes en géotextile. La contribution de ce mois-ci nous provient de Simon Hinchcliff, du Club TEMAC, qui nous parle d'une série de courses à la fois fantastique et facile.

LA SÉRIE DE COURSES DU TEMAC

Le Club TEMAC a pris de l'expansion au cours des cinq dernières années et à l'automne 2012, nous avons décidé de lancer notre propre série de courses. La sécurité était primordiale mais nous comptons appliquer deux autres valeurs au TEMAC : l'inclusion et le plaisir.

Nous voulions encourager les personnes à livrer bataille et permettre aux pilotes aux aptitudes diverses d'y participer tout en s'assurant que les pilotes d'expérience y voyaient là suffisamment de défi. Nous avons entendu parler d'autres clubs qui organisaient des courses de coucous de guerre (warbirds) en mousse, mais ce n'est pas ce que nous voulions. Pour faire une histoire courte, nous avons ressuscité les règlements afférents à la catégorie des vieux Pikers; ces règlements tirent leur origine d'un membre fondateur de notre club, Robert Piker, vers 1997.

La catégorie avait été créée en guise d'in-

troduction à la course autour de pylônes et faisait appel à une cellule qui n'avait pas besoin d'être sophistiquée ou d'avoir recours à de l'équipement dispendieux. Cette catégorie des Pikers compte trois règles simples que nous avons adoptées afin de faire en sorte que les courses soient amusantes, justes et excitantes :

1. Au minimum, une surface alaire de 180 pouces carrés;
2. Une épaisseur d'ailes de 10 % de la corde à n'importe quel point le long de l'envergure;
3. Poids minimum de 16 onces.

Maintenant que la question de la cellule avait été résolue, nous avons décidé d'une règle portant sur la motorisation et qui tenait en ligne de compte quelles étaient les percées technologiques chez les moteurs sans armature (brushless) et les piles au LiPo, tout en préservant le côté accessible. Ed McMann, un fanatique de la vitesse au Club, a eu une idée de génie : si nous insistions sur une seule gamme de contrôleur de vitesse (les ESC) pour tous les avions, les pilotes bricoleurs pourraient tout de même jouer avec les combinaisons de moteur et d'hélice, mais la puissance serait limitée. Nous avons sélectionné le contrôleur de vitesse Thunderbird de 18 ampères de Castle Creations, ce qui nous limitait à employer des LiPo de 3S, ce qui nous conférait une puissance d'environ 200 watts.

À cette époque, Scott Black, un ingénieur chez Canadair et grand amateur de la course des Pikers, avait conçu le Nooner, une maquette qui se conformait à ces règlements. Le TEMAC a appris que le kit du Nooner était encore disponible auprès d'Icare (dans la région de Montréal), si bien que nous avons décrété que cette cellule serait la maquette adoptée pour la première année de cette série. Icare a généreusement appuyé un achat de groupe de 14 kits et Ed McMann a préparé un montage photo de la construction dans notre forum afin d'aider les concurrents à terminer leur kit et à prendre la voie des airs plus rapidement.

Ainsi, nous avions des règlements, une maquette et 15 pilotes inscrits. Il nous manquait encore quelque chose, le plus grand générateur de plaisir de la série : un système de pointage.

Notre directeur de concours et amateur de plaisir Jack Higgins a mis au point un système et un concept d'équipe pour ces courses. Grâce aux 15 pilotes, nous nous sommes séparés en quatre équipes que nous avons baptisées en nous inspirant d'un jeu de cartes à jouer : trèfle, pique, cœur et carreau de sorte

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South West Ontario (M)



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The dates for our first Southwest Zone Fun Fly are September 13 and 14, 2014. The Forest City Flyers will be hosting the event.

For planning purposes, Chuck Phair, Club President, will need to know how many pilots plan to attend. Please contact Chuck or myself and let us know as soon as you can. Everyone is invited and we like to see every type of aircraft flying. Helicopters, jets, multi-rotor, FPV, scale, scale aerobatics, Old Timers, glider and of course, control line, are all invited. Since we all just love to go fast, Jonathon McCandless will be doing a radar run with his F5D Swist.

Brad LaPointe of the Bean Field Flyers will be heading up the control line demonstration. If you've wanted to give c/l a spin, this would be the time to try it. Forest City will need volunteers to help

and I'll get the word out once I know. So, mark your calendars.

PAST EVENTS

On May 10, The Cobble Hills Fighter Group once again hosted the BMO indoor event. Jason Uberig and family kept the event running smoothly. Jason organized three flight areas; multi-rotor, 3D and micros all flew simultaneously with room to spare. We were even treated to a few combat matches, very nice. There had to be at least 40 pilots and I saw a lot of smiling faces. As soon as we walked inside the soccer park, the sheer size of the venue made your jaw drop. We had a great time.

Visit <http://cobblehillsfightergroup.ca/bmo2014> for event pictures and videos. Thank you Jason and the Cobble Hills Fighter Group.

UPCOMING EVENTS

I invite every club to give the MAAC Aerobatic Challenge a try this summer. I am sure our Scale Aerobatic Chairman

Lee Prevost will have more details in this issue. Not only is it a chance to try something new, but your club could win cash prizes too.

Forest Lakeside Flyers host their scale event on July 12; Chatham Warbirds and Classics is July 18; Wingham Jets is July 25; Bluewater Flyers will host their 37th annual Scale event on August 2; Sun Parlor Open House and Fun Fly is August 9; Strathroy Flying Farmers Float Fly is also August 9; Sky Harbour Air Show is August 15; the Beanfield Flyers has the Southern Ontario Control Line Champs on August 23 as well as a Fun Fly on August 30; and the London Model Aircraft Club has its Labour Day Fun Fly which is always a good event and now, the field sports a new Geotek runway to try out. Look through the Events section for more details; there are more than enough events to keep you busy.

Remember to take a youngster flying and see you in the pits. ✈

Sud ouest (M)

Frank Klenk 32001L
Directeur de zone
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Les dates de notre tout premier Fun-fly de la zone Southwest sont fixées aux 13 et 14 septembre 2014. Les Forest City Flyers seront les hôtes de l'évènement.

Aux fins de planification, le président du Club, Chuck Phair, devra savoir combien de pilotes entendent s'y rendre. Veuillez communiquer avec Chuck ou avec moi-même et nous informer le plus vite possible de votre participation. Tout le monde est invité, d'autant plus que nous aimons accueillir tous les types de maquettes : hélicoptères, jets, multi-

rotors, appareils de vol par immersion (First Person View en anglais, ou FPV), copies volantes, acrobatie de copies volantes, des Old Timers, des planeurs et bien sûr, des maquettes de vol circulaire. Puisque nous aimons tous voler vite, Jonathon McCandless offrira une passe au radar à l'aide de son Swist (pour le



suite à la page 72

à ce que non seulement y aurait-il de la compétition individuelle mais aussi que chaque participant soit en mesure d'accumuler des points pour son équipe. Ainsi, nous avions deux championnats en même temps : le combat individuel et le combat par équipes, si bien que les pilotes de toutes les aptitudes puissent contribuer au succès de leur équipe.

Une course typique consistait en deux ou trois manches au cours desquelles chaque pilote qui entamait une course récoltait des points. Les deux pilotes les plus rapides des manches (et parfois, d'une course pour les malchanceux) progressaient jusqu'à deux demi-finales. Une fois de plus, n'importe quel pilote au départ pouvait accumuler des points mais cette fois, tous les points sont plus élevés.

Tout cela culminait en une finale au cours de laquelle les quatre pilotes les plus accomplis du jour livraient bataille afin de récolter les prix du pointage le

plus élevé. Histoire de se vanter et de rigoler, nous avons créé deux trophées qui sont remis après chaque course : l'un au pilote le plus malchanceux de la journée, l'autre au grand gagnant.

LES POINTS, COURSES PIKER DU TEMAC

	1	2	3	4	DNF
Rondes	5 pts	4 pts	3 pts	2 pts	1 pt
Demi	7 pts	6 pts	5 pts	4 pts	3 pts
Finale	10 pts	9 pts	8pts	7 pts	5 pts

Nous disputons dix tours sur un circuit linéaire de 300 pieds. Nous n'avons pas recours à des juges aux pylônes puisque nous nous sommes aperçus que si un pilote tourne court à un pylône à une extrémité, il a tendance à trop compenser au cours du prochain virage... De toutes les façons, on fait ça pour s'amuser, pas vrai? Chaque pilote compte sur un observateur (caller) et chaque tour de parcours est consigné sur un tableau de course. Si on s'entend pour dire qu'un virage à 150 pieds à chaque extrémité est

effectué et que le chrono d'Ed McMann donne un temps de 1:22, alors, on peut calculer que la vitesse moyenne est de 97,7 milles à l'heure.

La beauté de cette formule toute simple, c'est que la course est disputée et terminée en une heure, ce qui libère ensuite le terrain pour les autres membres du club qui veulent faire voler leur maquette.

Pour la saison 2014, nous avons adopté une attitude de «si rien n'est brisé, ne corrigez rien» et nous avons changé peu de choses. Nous avons autorisé les pilotes à construire leur propre avion qui se conforme aux règles du Piker, ce qui ajoute au défi et au plaisir. Jusqu'à maintenant, nous avons vu naître deux designs artisanaux (un Slipstream et un After-Nooner) mais le groupe s'attend à ce que d'autres maquettes voient le jour.

Si vous nous rendez visite dans le Sud de l'Ontario et que vous voulez voir de l'action aérienne, passez par le Club TEMAC -- vous pourriez avoir la piqûre! ✈

WINGHAM 2014
Jets

6th Annual RC Jet Rally
July 25th (test day), 26th & 27th

Contact: Blair Howkins
Cell: 416-432-3871
blairnhowkins@atwork.ca

Location: Richard W. LeVan Airport,
Wingham, Ontario Canada
Hwy #86 East of Wingham

Meet the Top Gun Winning Team!

All Machinchy & Graeme Mears - flying the T33

- \$50.00 Pilot registration
- \$5.00 Car / Spectator
- Camping & RV accommodations
- Food available
- Classic Car Display
- Saturday night Dinner
- Dinner \$15.00 for non-pilot
- Noon time Air show
- Flight line public access: 2pm Saturday



SKYHARBOUR RC MODELERS



MRCC Solar Charging Station Ghislain Lamothe



Shortly after having joined the Montreal R-C club, the executive approached me to see if I was willing to design a solar charging station for the field.

The request came after the club president had been to my house and had seen the system that I had designed and installed for my own power needs. Since I had some knowledge on the subject, I agreed to take on the project. I would design the system, source and purchase the components, program, test and install the system. Other club members would provide help to modify the transmitter impound stand so that it could house the main system components.

While designing the system, two main criteria would drive the design.

1 - I wanted the system to be maintenance free.

2 - I wanted to make it easy for the club members to know the 'state of health' of the system, so that they could manage the charging station's usage accordingly.

An on-site solar analysis at the club determined that the best place for the solar array would be on the club's utility shed, which was located about 150 feet from the actual charging station, a fair distance. This would require the use of an MPPT (Maximum Power Point Tracking) solar charge controller that could accept high voltage transmission from the solar array (~50V @ 8A) that would then be stepped down to charge the batteries.

In order to comply with the maintenance free aspect of the system design, two large 250 AH 6V sealed AGM batteries were selected and connected in series for a typical 12V output. Although AGM batteries are typically more expensive, they are maintenance free, can tolerate freezing temperatures without damage and can typically handle faster rates of charge and discharge currents than flooded lead acid batteries.

To fulfill the 'state of health' management side of the system, an amp-hour meter was designed into the system. This component keeps track of all the current coming into or going out of the battery and is thus able to calculate and display the actual state of charge (in %) of the 'solar batteries'. The rules of usage of the solar charging station are based on this reading. The goal of this setup is to make it easy to know that state of the solar charging station, thus helping to maximize the life of the 'solar batteries'.

The finished system has 6 outlets via banana jacks that are each protected by 30A DC rated circuit breakers. Final installation was completed in September of 2013.



Top: The charging station can be seen in the front while the solar panels can be seen on the utility shed in the background. Bottom left: The 'solar battery' capacity meter. Bottom right: Showing off the main system components is my son Gabriel who helped out with the system installation. The portable computer was used to verify initial system performance.

The main system components are:

- 2 x Kyocera KD215GX solar panels (215W rated output)
- 2 x Rolls Engineering S6-275 AGM batteries
- 1 x Morningstar 45A MPPT solar charge controller
- 1 x Tri-metric meter (TM-2025-A) with a 500A shunt (for % battery capacity display)
- 1 x Midnite solar combiner box with 6 X 30A breakers, 1 X 50A breaker, 1 X 10A breaker
- 1 x Midnite solar surge protector
- Misc. (grounding rods, wire, plastic conduit, banana jacks tec.)

Special thanks go to my son Gabriel for all his help during the system installation, to my wife Mireille for all the time I spent on this project, and to Ken Starkey and Gabor Botka for modifying the transmitter impound stand.

I would be glad to answer any questions concerning system design/operation.

I can be reached at: gwl222@sympatico.ca ✈

A Thank You to Ken Starkey by Bob Forest 4131-L



For the past 30 years, Ken Starkey has been the only President the Montreal Radio Control Club has known. In fact, the club stands today only because of Ken.

There were many years that the club went through its ups and downs. The membership was down to six members at one point, but Ken made sure the rent was paid and the club lived on. The club field has faced several moves, with Ken finding new location after new location right up to our present home we have been at for the last 19 years.

As the membership grew, more money came in, and again Ken had plans for the outlay of the field. First was a wonderful well maintained runway, then a spectator fence. Next was the Club shelter which was built with a precision of a skyscraper. After that the pit area fence, which I would not mind having in my back yard. All had to be done with precision and good planning. Because of his dedication, the MRCC is one of the most beautiful sites an RC Club could have.

In May of 2013, John Reece brought up the subject of Ken wanting to retire as president, and the fact the Club had found someone that everyone was in agreement could do the job. John and I then said, we should do something for Ken on his retirement as president... but what?

Well, Ken is a Futaba man, has always flown Futaba and only recommended Futaba. His dream was to own a Futaba 18MZ so we decided that this was to be the club's retirement present to him for all the work he has done.

In the month of July, 2013, Ivan Christensen invited me to Ottawa for the IMAC Nationals, not to fly as I was now out of competition, but for a visit. Helen (my wife) and I drove up on

a beautiful sunny day with my 1974 MGB. Once there, got to spend time with Ivan, and it was there that he introduced me to Jim Ewing the CEO of Great Hobbies. I told him the story about Ken, and right away he said, Great Hobbies will be happy to do something for your Club. He put me in touch with Craig Wright and the emails went back and forth, and voila we had a Futaba 18MZ for Ken.

The radio would be presented at our AGM in late May... a long time to keep a secret. You have to understand that Ken spoke about the 18MZ all the time, to the point that he started to sell some of his hobby stuff hoping that when he went to Toledo in April he would buy himself an 18MZ!

We had to have a change of plans. John Reece and I made the decision that we would go ahead with the presentation at 10:15 am on January 25th, with just a small group of us, at Ken's home as he would be arriv-

ing from his breakfast at McDonalds. He saw the cars there but could not understand why.

When he walked into the house, we started singing Happy Birthday - his Birthday was two weeks before - an it was at this point that we had him sit down and we made the presentation. Total shock does not describe the word. As tears welled up, it was a wonderful moment for all on this wonderful occasion.

The ceremony was repeated on June 14th at our AGM, with all the club members. I doubt something like this will ever happen again. 30 years is a long time.

I want to take this opportunity to Thank Ivan Kristensen for getting us the contact, and Thank You to Great Hobbies.

Last but not least, The biggest Thanks to Ken Starkey for his 30 years as President of the MRCC. ✈



Ken Starkey, left, handing over the reins to Gabor Botka, MRCC new President.



The Great Canadian Aerobatic Challenge

What is it?

- 12 Aerobatic Challenges over 12 weeks
- Each week builds on the skills from the previous week
- The level of the challenge increases every week
- You'll end up flying everything in the IMAC Basic Routine
- No fixed schedule, complete the challenges on your own time
- PDF downloads of the challenges available on the MAAC website
- Awards and prizes will be announced shortly!

The Benefits:

- Learn how to fly maneuvers as a linked series!
- Learn to work with a caller
- Help others and foster friendly competition.
- Become adept at reading Aresti
- Expand and refine your flying skills

Simple Rules

- Decide on a direction of flight
- Start when ready by yelling out "IN THE BOX!"
- Have a spotter call out the maneuvers as you fly them
- Fly the entire sequence one after the other with no break
- If you mess up, get yourself back on track and try it again
- Complete the sequence by yelling "OUT OF THE BOX!"
- Fly the sequence a total of two times to complete your flight
- Congratulations, you've flown 'a Round'

Helpful Hints

- Check out our pointers on reading Aresti
- Have someone call out the sequence to you
- Get your friends involved
- Always start a manoeuvre with your wings level!
- Try to go BIG and SLOW, but not too slow!
- Try to use full throttle only when going up
- Try to use low throttle when going down
- Pause between maneuvers
- Get wings level before going to the next one
- Higher is better but not so high you can't clearly see the plane's attitude
- Practice strange maneuvers until they look like they should!
- If you get into trouble...BAIL OUT, get the airplane back in your control
- Remember, everyone has to start somewhere!
- **HAVE FUN!**

Take Your Airplane Out For A Spin!



Aresti Made Simple by Barry Wegman



Every year I see new pilots requesting a narrative description of the sequences because they don't understand how to read Aresti diagram. This article will attempt to make sense of the Aresti diagrams.

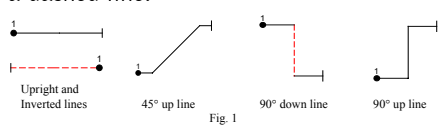
Colonel Jose Luis de Aresti Aguirre published his Sistema Aresti in 1961, and the FAI adopted it in 1962. This system of diagramming aerobatic figures came about because pilots competing internationally needed a way to communicate, even if they didn't speak the same language. The simplicity of the diagrams made the system work and it has been accepted worldwide.

But before we get to the particulars of specific figures, let's talk about some of the conventions used in drawing Aresti figures.

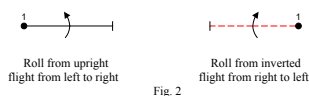
Aresti figures start with a dot and end with a perpendicular line and solid lines demonstrate upright flight while dashed lines show inverted flight. Each figure will be numbered in the order they are to be flown.

Lines can also be drawn on 45° or 90° angles, though figures will not end in anything other than level flight, whether upright or inverted.

If you push to enter a 90° downline, it is a dashed line. If you pull, it's a solid line. However, if you push from a vertical up line into upright flight, it's a solid, not a dashed line.

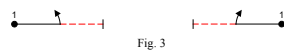


A curved line running through a line shows rolling figures. The figure is always shown with the direction of flight into the "cup" of the curved line. A curved line completely through a line with an arrow at one end shows a single roll, but does not indicate which direction the plane should roll. Direction of roll is at the pilot's discretion.

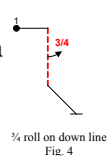


If the arrow only meets the line, it is a half roll. Again, the arrow does not indicate direction of roll. See Fig. 3. Note that if the line starts upright, a half roll results in finishing the line inverted. You already know this, but this is how it looks

when diagrammed.



If the maneuver requires a 1/4 or 3/4 roll, it is drawn as a half roll with a fraction identifying how much of a full roll is to be flown.



Rolls can also be performed in sections, as in a point roll. A point roll is shown as a full roll with a number adjacent to the arrow. The number indicates the number of points required, whether 2, 4 or 8.

A partial point roll ending less than 360° is shown by using a half roll figure with a small number adjacent to the arrow indicating the number of points, and a fraction, indicating the number of points required.

A half roll figure with a 4 and 3/4 indicates 3 points of a 4-point roll.



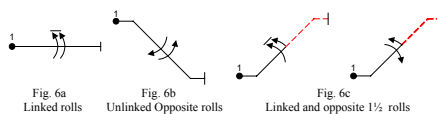
Note that a 1/4 or 3/4 roll on a down line will take the plane off the X-axis (left to right, right to left) and put it on the Y-axis (into or away from the flight line). This is a cross-box figure. It will usually be joined with another cross-box figure that will put you back on the X-axis.

The diagonal lines in Figs. 4 and 5b are how cross-box maneuvers are drawn. Fig. 4 could be flown directly into Fig. 5b.

Rolls can be combined either in the same direction, or in opposite directions.

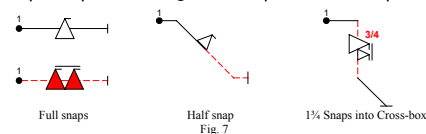
When they are in the same direction a small line is drawn over the arrows. These rolls are "linked," and both rolls are flown as one figure in the same direction. Where the arrows are in opposite sides of the line, the rolls are flown in opposite directions.

These combinations can include a full roll with a half roll.

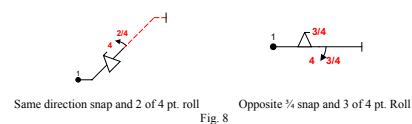


Snaps are shown as a triangle with a short line, drawn from one corner in the direction of flight. Just like the rolls, snaps can be linked or unlinked. Half

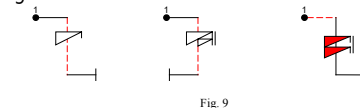
snaps are shown with a small triangle that does not cross the line on which it's drawn. These can be linked or not as well. Solid color snaps represent negative snaps. Open triangles are positive snaps.



Rolls and snaps can be combined, in the same direction or opposite directions, on any of the three angles on which lines can be drawn.

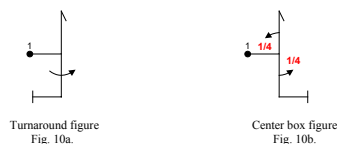


Spins are shown as right triangles across the line, with a short line pointing down.



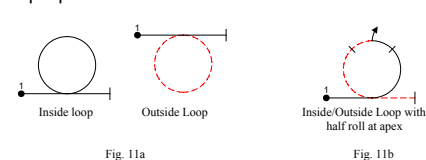
Half spins are shorter triangles that don't cross the line on which they are drawn. Linked spins are flown as one figure. The color of the spin figure determines if it is positive (white) or negative (red or black)

Hammerhead or stall turns are drawn as a vertical line with a line angled off the top. Fig. 10a. Rolls and snaps can be put on the vertical line. Fig 10b. The line at the top does not indicate the direction of rotation of the plane.



A turnaround figure is usually an end box maneuver, designed to reverse the direction of flight.

Loops are drawn, as loops. Inside loops are solid lines, outside loops are dashed lines. Loops can have rolls or snaps placed on them.



Loops can be partial as well. Fig. 11c shows a half loop. Some very common

maneuvers involve a partial loop, such as an Immelman, which couples a half loop with a half roll. See, Fig. 11d. Other variations on loops include square loops, diamond loops and 8 sided loops. You will not see 3 sided loops.



Fig. 11c



Fig. 11d
Immelman

Those are the basics.

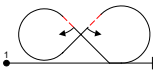
All the fancy maneuvers in sequences are nothing but combinations of the above. Lets look at a few of them.

Just as the Immelman is a half loop followed by a half roll, the Split "S" is a half roll followed by a half loop.

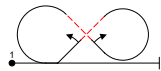


Fig. 12

A Cuban 8 is a 5/8 inside loop to a 45° down line with a half roll followed by another 5/8 inside loop to a second 45° down line with a half roll. A reverse Cuban 8 just does this in reverse: 45° up line with a half roll to a 5/8 inside loop followed by another 45° up line with a half roll. Fig. 13a and b. Roll elements can be changed, but this is the essence of a Cuban 8.

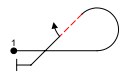


Cuban 8
Fig. 13a

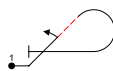


Reverse Cuban 8
Fig. 13b

The Half Cuban 8 starts out straight and level, then pulls into a 5/8 inside loop into a 45° down line with a half roll before pulling out straight and level. The reverse half Cuban 8 begins with a 45° up line with a half roll into a 5/8 loop ending with straight and level flight. Fig. 14a and b. Again, other roll combinations can be used.

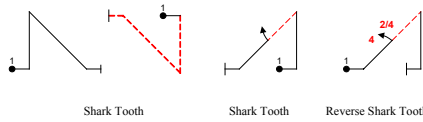


Cuban 8
Fig. 14a



Reverse Cuban 8
Fig. 14b

A Shark's tooth is a pull or push to a vertical line, followed by a pull or push to a 45° line. It is common to see these with a half roll on the 45° line, but any roll combinations to the 45° line or the vertical line are permitted. A reverse Shark's tooth is a 45° line with a pull or push to a vertical line.

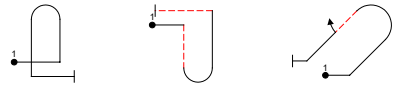


Shark Tooth

Shark Tooth

Reverse Shark Tooth

The humpty bump has an up or down line followed with an arc to a down or up line. Rolls and snaps can be placed on the up or down lines, which can be vertical, or 45° lines. When they are on 45° lines they are called lay down humpties.



Pull-pull-pull

Push-pull-pull

Pull to 45°- pull top to 45°
down line -half roll-pull

Fig. 16

It is not uncommon to find a 1/4 or 3/4 roll on the first line so that the arc is flown cross-box, with another 1/4 or 3/4 roll element on the second line to put the plane back on the X axis.

Turns are shown as an oval circle, with a starting line and ending line. The type of turn is sometimes indicated within the oval as 90°, 180°, 270° or 360°.

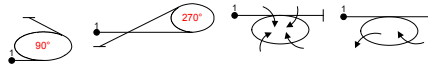


Fig. 17a

Fig. 17b

Rolls can be added to these turns as well. Usually it is one roll per 90°, but one per 120° or 180° is not uncommon. Rolls can be in the same direction or opposite direction.

Tailslides are flown so that after the actual slide, they either flop to the canopy or the belly. They can also have rolls or snaps on the vertical lines.

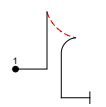


Fig. 18a
Wheels up tailslide

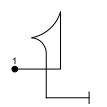


Fig. 18b
Wheels down tailslide

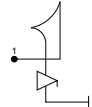


Fig. 18c
Wheels down with
snap on down line

All of these variations on lines, angles and loops can be done inverted as well as upright. Half rolls can become 2 of 4 points or even a 1 1/2 roll or maybe just a half snap. The combinations are endless.

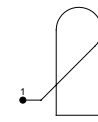
I have not shown every combination possible, as there are literally thousands of combinations. Here is how some more common figures are drawn, in both upright and inverted forms:



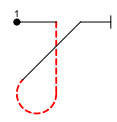
Figure "9"



Inverted Figure "9"
start from inverted



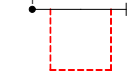
Teardrop



Square loop



Diamond Loop



Half Diamond Loop

All of these figures shown above, the Hammerhead, Loop, Teardrop, Figure 9 and others, are referred to as base figures. There are more base figures contained within the FAI Catalog than have been shown here.

The FAI Catalog shows all the base figures in all their variations, as well as where both mandatory and optional roll elements may be placed.

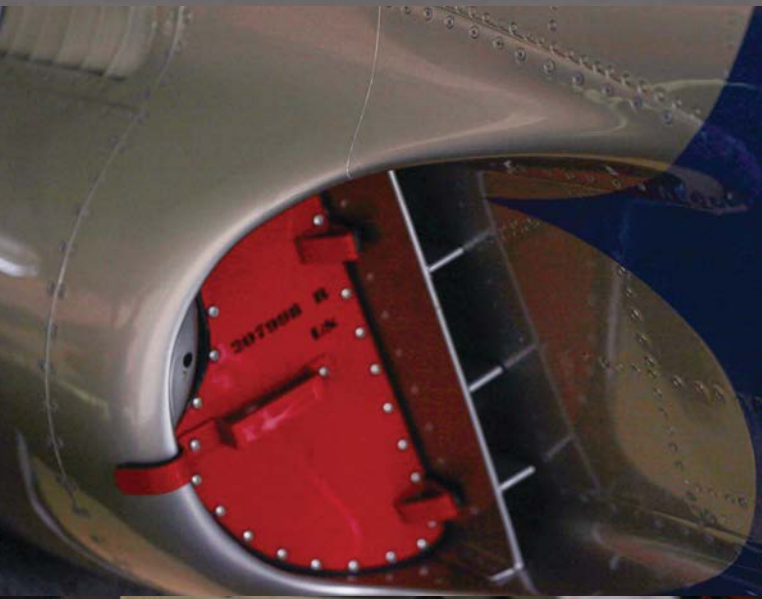
Knowing how these figures are drawn takes the mystery out of the Aresti diagram. Once you become familiar with the rudiments of drawing the figures, you really don't have to know it's called a Cuban 8, an Immelman or a hammerhead. You can figure out what the maneuver requires including all the elements contained in the figure by looking at the drawing.

About the only thing I ever really need to write on my Aresti sequence is whether I need to roll to the left or right to finish the figure. If you roll the wrong way on a vertical downline and you could be headed for the next province instead of the center of the box.

Now that you have a better understanding of Aresti diagrams, the only thing you really need to do is practice, practice, and practice.

If you are interested in reading more about Aresti and the FAI Catalog upon which all scale aerobatic figures are created, including the rules for sequence creation, you can download the Catalog at the CIVA web site:

<http://www.fai.org/aerobatics/catalog/>





Top Gun is one of the most prestigious scale modelling events in North America and 2014 marked the 26th year of the Frank Tiano Enterprises event. The best modelers from around the globe travel to attend the event, including several Canadians over the years.

Graeme Mears has enjoyed much success at the event, winning more than 50 trophy and awards over the years. Competing in the Team class, Graeme & Ali Machinchy finished first with a combined score of 194.458. This was the third win in a row for Graeme and Ali with the T-33. The impressive model is built from a Scale Jets kit and powered by a KingTech 180 turbine. It has a ready to fly weight of 43lb. Graeme finished the aircraft in a USAF Thunderbirds scheme as used by the team in the 50s & 60s on their narrator/VIP/Press ride aircraft.

Relatively new to the Top Gun event Sandro Novelli flew Blair Howkin's 1:3.5 scale Tomahawk BAE Hawk in the Pro-Am Sportsman class. The jet is finished in RAF training scheme powered by a JetCat P-160. Blair took 600 hours to build the aircraft adding functional items such as a lighting system. Not a hangar queen, as of this year's Top Gun, the 45 lb aircraft has completed 115 flights.

Top Gun also features a couple of fun events for the competitors, crew members, press, and sponsors. One of these events is the Free Flight Mass Launch event. My scratch built Lancaster dambuster won Critics' Choice for this event. A good friend described it best '...what fit of lunacy possessed you to build a rubber powered Lancaster?' The 4% model was built from three-view drawings, has a 48" span and weighs in at 10 ounces. It has many vacuum formed parts including turrets, exhausts, spinners, cowls, amongst others.

During some candid conversation with Sandro, Blair and Graeme we discussed the success of the Top Gun event. Canada has many modelers that could compete at this level with aircraft and skills equivalent to those that attend the Florida event annually. Unfortunately the investment to travel and compete at an event in Florida is out of reach for many in Canada.

Don't despair, Canada has some wonderful events spread across the country. Maybe, just maybe, with some vision and somework one could be developed to evolve to have the same global notoriety. ✈

Opposite Page: The award winning details of Graeme Mears' and Ali Machinchy's T-33. Top, Center: Sandro Novelli (red) flew Blair Hawkins BAE Hawk in this year's event. Left: Carl Layden with his 4% Lancaster

Fairey Gannet by Paul Chitty 41698



After finishing a project a few years ago I was looking for something a little different for my next build. While shopping at my local hobby store I picked up a British model magazine and there on the cover was a Fairey Gannet. 'A what?,' you ask. Well it is one of those airplanes that is so ugly that it's beautiful in its own special way.

The Gannet was a British Royal Navy Fleet Air Arm carrier based anti-submarine aircraft. The aircraft was powered by a Twin Mamba turboprop engine driving contra rotating propellers through a special gearbox. The specifications of the contract made it necessary to build a large aircraft, spanning 54 feet, which made it necessary to design in the Z fold wings to enable the aircraft to fit into the carrier hanger.

The main task of the first Gannet was to find and destroy enemy submarines so it was equipped with sensitive Air to Surface search radar to find the subs, the ability to use sonar Buoys to find them when they were submerged and then the ability to destroy the target with torpedoes, depth charges or bombs... all carried in the bomb bay. Later versions were used as CODs (carrier on board delivery) or Airborne Early Warning.

I ordered the plans and the three canopies from designer Mike Lovell in the UK and started collecting parts. During the build I changed several things to make the plane more realistic. The plans called for a single 1.08 glow engine driving one propeller with second one wind milling. This didn't fit well with my vision so I shopped around for a contra rotating system, which I found at Maxxi products. That system was just too expensive

so I searched some more and eventually found one at Hobby King. This motor is a contra rotating electric system with a tandem set up, the rear motor shaft goes through the shaft of the front motor. Both motors required a 100Amp ESC.

Next came the undercarriage, I wanted to keep it as clean as possible so I went with electric units for large aircraft. This system required some modification to the mounting woodwork. Then came all the ancillary gear, an extending Radome, an operating arrestor hook, bomb doors and torpedo drop.

The wings were a project of their own. I wanted to retain the Z fold which proved to be a night mare, after three attempts I was relatively happy with the result. There was no way I was going to be able remotely operate the wing fold so I settled for a manual system. ✈

1/8 Scale Fairey Gannet

Builder: Paul Chitty
Wingspan: 81 inches.
Length: 69 inches
Weight: 20 Lbs
Power: Turnigy Contra rotating electric motors, 2 x 100amp ESC
6S 8000 mah Lipo batteries.
Radio: 14 Servos, 2 bomb releases,
10 Channels, 14 channel Radio

Tell us your stories

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

Racontez-nous une histoire!

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



Editor@ModelAviation.ca



Beginner



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BOUQUETS FOR THE LADIES

I want to congratulate the ladies who have joined us in this wonderful hobby. It is definitely a pleasure to see the girls join us in the field and moreover, participate in the events.

Recently, at least four ladies have made their presence known at our events as competitors. Christina Henley started flying at the Foxberg and Clown races three years ago. She flew while her dad John did the pit work. By keeping a cool head and sticking to the rules, she was able to move their team up the final ranks on several occasions. Flying against more experienced pilots didn't bother her at all.

The next lady is a youngster, Samantha Hines. I first saw her flying a Brodak Tomahawk with a Fox .35 on it in

the Beginners Profile event two years ago when she was only twelve. Her dad Steve was her pit boss. Since then, she has come along quite nicely. She flew in the Ladies and Beginners Only contest and won that one. Last year, she and her dad competed in their first Clown race, coming in third against more seasoned veterans. Incidentally, Christina and John came in first for that one.

Now, we have two competent ladies in the racing categories. Gentlemen beware! No rough stuff. No swearing. No fighting. This lends itself toward better sportsmanship all around.

I met Naomi Macklin at Brodak's Fly-In, two years ago. She was introduced to me by Len Bourel as his partner. I watched Naomi fly in the Beginners and Ladies Only event -- her first one. She told me that that she was beaten out by the younger Samantha because Samantha could do a loop, while Naomi couldn't -- at that time. Since then,

Naomi has competed in other events here in Ontario. Her specialty is in decorating and covering the planes with different and innovative colour schemes.

Competing for the title of the youngest lady is twelve-year old Ariel Bevin from Belleville. She showed up at our Maidenfest event with her father Steve. Steve is a renowned aerobatic model helicopter pilot. Ariel flies her own large aerobatic R/C plane called 'Girls Rock.'

I am sure that there are many more women in the hobby who have not yet been recognized. I, for one, would like to see more ladies in the hobby. They have so much to contribute. Given equal opportunity, they will contribute more to our hobby of modelling than we could ever hope to attain.

If you know of any women fliers that I have not met, please feel free to write to me about them.

Carry on ladies! We welcome you with open arms. ✈

Débutants



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Président
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BOUQUETS POUR LES DAMES

Je félicite les dames qui nous ont rejoints dans les rangs de ce merveilleux passe-temps. C'est un véritable plaisir de les voir arriver aux terrains de vol et de plus, de les voir prendre part aux événements.

Récemment, au moins quatre dames se sont fait connaître à titre de concurrentes lors d'événements. Christina Henley a commencé à disputer des courses Foxberg et Clown, il y a trois ans. Elle pilotait pendant que son père John s'occupait du travail dans les puits. En gardant la tête froide et en adhérant aux règlements, elle a réussi à faire grimper son équipe jusqu'au premier rang à plus d'une occasion. Elle ne semblait pas être dérangée du fait qu'elle livrait bataille contre des pilotes beaucoup plus expérimentés.

La prochaine jeune femme est Samantha Hines. La première fois que je l'ai vue, elle pilotait un Tomahawk (du fabricant Brodak) mû par un Fox .35 lors de

l'épreuve Beginners Profile, il y a deux ans; elle n'était âgée que de 12 ans. Son père, Steve, était son chef des puits. Depuis, elle a effectué beaucoup de progrès. Elle s'est inscrite au concours Dames et débutants seulement et l'a remporté. L'année dernière, son père et elle se sont inscrits à leur première course Clown et ont terminé au troisième rang contre des vétérans beaucoup plus aguerris. Incidemment, Christina et John ont ravi la première place.

Maintenant, nous comptons deux femmes compétentes dans le milieu de la course. Messieurs, gare à vous! Pas de bousculade. Pas de jurons. Pas de bataille. L'esprit sportif ne pourra que s'en porter mieux.

J'ai fait la connaissance de Naomi Macklin lors du Brodak Fly-In, il y a deux ans. Len Bourel me l'a présentée, vu qu'elle était sa partenaire de vol. J'ai observé Naomi lors du concours Dames et débutants seulement -- son premier. Elle m'a dit que Samantha l'a battue uniquement parce que cette dernière pouvait exécuter un looping, elle non... à ce moment-là. Depuis, Naomi a été concurrente lors de divers concours ici en On-

tario. Sa spécialité, c'est de décorer et de recouvrir les maquettes de patrons de couleur aussi différents qu'innovateurs.

Une autre jeune dame pourrait réclamer le titre de plus jeune concurrente. Il s'agit d'Ariel Bevin, âgée de 12 ans et résidente de Belleville. Elle s'est inscrite au Maidenfest en compagnie de son père, Steve. Celui-ci est un pilote d'hélicoptère acrobatique. Ariel, quant à elle, pilote sa grosse maquette d'avion acrobatique sur lequel est inscrit : «Girls Rock» (qu'on pourrait traduire par : «Les filles, ça déplace de l'air!»)

Je suis persuadé que bien d'autres femmes évoluent au sein de notre passe-temps et que nous ne les connaissons pas. Pour ma part, j'aimerais en voir davantage. Elles ont tant de choses à contribuer. Si elles en ont la chance, elles contribueront davantage à notre passe-temps que nous-mêmes en serions capables. Si vous connaissez des femmes que je n'ai pas encore rencontrées, sentez-vous bien à l'aise de m'en glisser un mot. Allons, mesdames! Nous vous accueillons à bras ouverts.

✈

First Person View (FPV)



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

The new FPV Committee is in place. Welcome to the new members and thank you to the old members for their loyalty and commitment.

FPV will be in high demand, this summer. New devices and technologies are emerging on a daily basis and they are out there for us to try. Please remember, safety first.

Remember that there are products advertised in ways that create confusion among users with respect to the legality of their usage. Please make sure that you check the FPV documents posted on the MAAC website for first-hand information on FPV licensing requirements and what is allowed, when flying FPV. These documents were created by the FPV Committee after proper research and consulta-

tion. If you are still unsure, you can ask FPV committee members in your area, or myself, for clarifications. They are all familiar with FPV guidelines and documents.

There are several new multi-rotor helicopters on the market. Some of them come with built-in cameras, display in remote, and so on. These are good starter kits. Fatshark has a small Spyhawk plane kit with goggles, plane camera with on-board recording, stabilized on all three axes for under \$300. If you have not tried flying FPV before, then these would be good starter options. Please make sure that you will be using all FPV gear according to FPV guidelines and the MAAC Safety Code.

This year, there will be several FPV meetings in North America.

On June 7th in Halifax, there will be an FPV - MULTI-ROTORS Workshop and Fun Fly.

See online details at http://www.maac.ca/events/event_details.php?eid=4513.

Later this year, between August 22nd and 24th, the North American FPV Meet will be hosted by Team Basement RC around Collingwood (Ontario). The exact location will be determined at a later date. This is not a MAAC-sanctioned event, but it will be MAAC-friendly, and MAAC will bring a booth up there. This event has been organized every year during the past three years near Montréal (Québec) and it attracted hundreds of local visitors aside from the large number of participating FPV pilots from all over the world.

If you have not tried flying FPV yet, perhaps it is time to consider it. This is your chance to get airborne and become a pilot without ever leaving the ground. This hobby will give you wings!

Have a safe and fun flying season! ✈

Vol par immersion (FPV)



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

Le nouveau Comité de vol par immersion (First Person View, ou FPV en anglais) est maintenant formé. Bienvenue aux nouveaux membres et merci aux plus anciens pour leur loyauté et leur engagement.

Le vol par immersion sera très en demande, cet été. De nouveaux dispositifs et de nouvelles technologies font leur apparition quotidiennement et c'est à nous de les essayer. Souvenez-vous, cependant : la sécurité en premier.

Souvenez-vous que certains produits sont annoncés de façon à entraîner de la confusion chez les utilisateurs par rapport à leur usage en toute légalité. Assurez-vous de vérifier les documents sur le vol par immersion qui sont postés au site Web du MAAC; vous y trouverez des renseignements sur les exigences d'immatriculation et sur ce qui est autorisé lorsqu'on s'adonne au vol par immersion. Le Comité FPV a créé ces documents après une recherche et de la consulta-

tion approfondies. Si vous n'êtes toujours pas certain de quelque chose, posez des questions aux membres du Comité FPV de votre région ou à moi-même. Tous les membres du Comité connaissent les lignes directrices de cette forme de vol, ainsi que les documents afférents.

Plusieurs hélicoptères multirotors font leur apparition sur le marché. Certains d'entre eux comportent des caméras embarquées, l'affichage en différé et autres caractéristiques. Ce sont là de bonnes machines d'initiation. Le fabricant Fatshark offre le kit du Spyhawk avec lunettes, caméra embarquée, enregistrement embarqué et stabilité sur les trois axes pour moins de 300,00 \$. Si vous n'avez jamais encore essayé le vol par immersion, ce sont là de bonnes options pour vous lancer. Assurez-vous d'utiliser votre équipement conformément aux lignes directrices du vol par immersion et en adhérant au Code de sécurité du MAAC.

Cette année, plusieurs rassemblements de vol par immersion se dérouleront un peu partout en Amérique du Nord.

Le 7 juin à Halifax, on organise déjà

un atelier et Fun-fly pour le vol par immersion et les multirotors. Vous pouvez consulter les détails en ligne au http://www.maac.ca/events/event_details.php?eid=4513.

Plus tard cette année (entre les 22 et 24 août), Team Basement RC (de Collingwood, en Ontario) préparera le North American FPV Meet. L'endroit exact demeure à déterminer. Ce n'est pas un événement que parraine le MAAC mais il sera tout à fait sympathique à notre association; le MAAC y tiendra d'ailleurs un stand. Ce rassemblement est organisé annuellement depuis trois ans près de Montréal et il a attiré des centaines de visiteurs locaux, en plus de nombreux pilotes FPV de partout au monde.

Si vous n'avez pas encore essayé le vol par immersion, peut-être est-ce le temps d'y penser. Voici votre chance de prendre la voie des airs et de devenir pilote sans jamais quitter le sol. Ce passe-temps vous donnera des ailes!

Passez une magnifique saison, de façon sécuritaire, bien sûr. ✈

GREAT HOBBIES



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Swappable 3-Pack Speed Build Kit

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- 3 X Power Pods
- 3 X Firewalls
- Family Fun!
- Laser-cut foam for 3 airframes



\$36.99

<u>Nutball</u> Weight: 7.5 oz Wingspan: 19 in	<u>Flyer</u> Weight: 8 oz Wingspan: 25.75 in	<u>Nutball</u> Weight: 8.4 oz Wingspan: 26 in
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Speed Build Kits

Versa Wing Speed Build Kit

FTSBK050



The FT Versa Wing is an all around performer that will meet the needs of almost any pilot. Whether it's combat, FPV, or even a delta winged trainer with gentle stall characteristics, the FT Versa Wing does it all with ease. This can be used with the pod and prop in a pushing position, or it can be used on the front in the normal pulling position.

Weight: 10.6 oz | Wingspan: 38 in

\$31.99

Mustang Speed Build Kit

FTSBK150



The FT Mustang is a four channel warbird trainer that will help you discover the flight characteristics of a warbird. However we wanted to eliminate the scale stall tendencies that warbirds often have. The wing mounted landing gear will enable you to learn landing tail-dragger techniques and perfect the classic "touch and go" on a calm evening.

Weight: 16 oz | Wingspan: 40 in

\$39.99

Viggen Speed Build Kit

FTSBK130



The FT Viggen is a rule breaker. It's a jet that can slow down to a crawl and not stall. Yet it can be fast and track like an arrow. It has a precise and locked in feel. These characteristics make the FT Viggen a great EDF trainer.

Weight: 20.2 oz | Wingspan: 25.5 in

\$43.99

3D Speed Build Kit

FTSBK120



The FT Duster is a fun-scale crop duster that excels in fast pace pattern style flying. It's wide speed envelope makes it a good introductory to 4 channel flying. Full length ailerons maneuvers such as rolls, loops and even knife edge a breeze.

Weight: 15.4 oz | Wingspan: 29.5 in

\$39.99

Baby Blender Speed Build Kit

FTSBK090



The Baby Blender Swappable is an excellent transition into four channel flying and more advanced building techniques. With gentle stall characteristics and a wide speed envelope, the Baby Blender will enable you to experience all the benefits of four channel flight. Tight loops, rolls, snap rolls, inverted, and even high alpha are all doable with this design.

Weight: 14 oz | Wingspan: 24 in

\$39.99

Multi-Rotor Kits

Rotor Bones Batbone-Tri-370 Kit

Kit includes all the parts for a complete airframe:

- 1 X Bat Bone center frame
- 2 X Straight Motor Mount 13-370
- 1 X Tilt Motor Mount 13-370
- 3 X Wood Booms (1/2" X 10")
- 2 X Velcro Straps
- 10 X Stainless Button Head Screws and Locknuts (M3 x 20mm)

NOTE: Electronics sold separately.

BAT BONE



FTSRBK010
\$88.99

Rotor Bones AnyCopter Tri 370 Kit w/Electrohub

Kit includes all the parts for a complete airframe

Weight: 197 g



FTSRBK020
\$65.99

Rotor Bones AnyCopter Quad 370 Kit w/Electrohub

Kit includes all the parts for a complete airframe

Weight: 233 g



FTSRBK030
\$65.99

Rotor Bones Knuckle H-Quad 370 Kit

Kit includes all the parts for a complete airframe

Weight: 233 g



FTSRBK040
\$65.99

Rotor Bones Electro-Hub



FTSRB017
Coming Soon!

Naze 32 Flight Controller

Designed for use with small indoor or small to mid-sized outdoor multirotor craft, or as a standalone camera stabilizer. These come with all needed headers, NOT soldered to the board. RC input breakout cable is included if selected below, to allow connecting to 4channel+ receiver.

Dimensions: 36x36mm | Weight: 5g w/o headers



ABMNAZE32
\$59.99

Naze 32 Acro Flight Controller

Designed for use with small indoor or small to mid-sized outdoor multirotor craft, or as a standalone camera stabilizer. These come with all needed headers, NOT soldered to the board. RC input breakout cable is included if selected below, to allow connecting to 4channel+ receiver.

Dimensions: 36x36mm | Weight: 6g w/o headers



ABMNAZE32A
\$24.99

Power Combo 70mm EDF/3200kV/60A ESC/4-9g Servos



DYA1022
\$72.99

Dynam Power Packs

- DYA1026
- DYA1027
- DYA1028
- DYA1029
- DYA1030
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HD Action Camera
85 Degree FOV (1080p - 30fps)

- Built-in 500mAh LiPo Battery
- Charge from USB
- Live TV Video Output with cable
- Perfect for first person flight
- Weight: 39 grams



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HD Wide Angle Action Camera (B Lens)
116 Degree FOV (1080p - 30fps)

- Built-in 500mAh LiPo Battery
- Charge from USB
- Live TV Video Output with cable
- Perfect for first person flight
- Weight: 41 grams



MOBH DACWA
\$99.99

Adhesive Tape Mount



MOBA004
\$7.99

AV/USB Out Cable



MOBA002
\$7.99

Suction Mount



MOBA003
\$7.99

Helmet Mount



MOBA009
\$12.99

USB Charging Cable
3meter



MOBA001
\$4.99

SurveilZone

Sony 960H CCD Effio-V
800TVL Ultra WDR
Camera 2.8m



SVZCC1526
\$64.99

Sony Super HAD CCD 600TVL
FPV IR Block Camera 2.8m



SVZCC1333B
\$39.99

Ultra light Plastic Case for
600tvl Sony Super HAD



SVZPA1191
\$2.99

MTV Mount 2.1mm CCTV Wide
Angle Lens M12x0.5mm



SVZCL1162
\$8.99

Mini Square Metal Case
for Effio-V Camera



SVZPA1200
\$4.99

Team GREAT HOBBIES

TGHEBGC
\$139.99

2-Axis Brushless Camera Gimbal w/Basecam Cont

- Brushless 2-axis gimbal for GoPro Hero3 and Hero3+
- Includes camera strap
- GoPro sold separately



SparrowHawk R/C Glider Kit



PNP Kit
TGHRCSHGK
\$49.99

Glider
TGHHFSHG
\$9.99

Servo Tester



TGHEST
\$4.99

Phantom Landing Skid



TGHPVLS
\$14.99

Phantom V2 Propeller Guard



TGHPVPP
\$13.99



Taranis X9D Radio w/X8R Receiver

FRSX9D
\$269.99

- Quad Ball Bearing Gimbals, Receiver Match
- Audio Speech Outputs (values, alarms, settings, etc.)
- Antenna Status Detection and Alters
- Real-time Flight Data Logging
- Reception Signal Strength Alerts
- Super Low Latency, Smart Port Supported



Delta-8 Receiver 2.4GHz
FHSS/S-FHSS/A-FHSS/ACCST



FRSDelta8
\$44.99

Compatible w/ Futaba & Hitec

Telemetry Sensor LiPo w/Smart Port



FRSTFLVSS
\$16.99

TFR4 Receiver 4-Ch



FRSTFR4
\$44.99

Compatible w/ Futaba FASST

Telemetry Sensor GPS



FRSTGPS
\$39.99

TFR8SB S.BUS Receiver 8/16-Ch
w/RSSI Output



FRSTFR8SB
\$49.99

TFR6 Receiver 6-Ch



FRSTFR6
\$39.99

Compatible w/ Futaba FASST

Telemetry Variometer



FRSTVARIO
\$29.99

X6R 6/16-Ch Receiver w/Smart Port



FRSX6R
\$34.99

X8R 8/16-Ch Receiver w/Smart
Port/RSSI Output



FRSX8R
\$39.99

Longer range antennas



LayerLens for GoPro 3



LUM1141
\$27.99

OpenPilot CC3D Flight Controller
Vertical Pins



LUM1173
\$99.99

QAV250 Mini FPV Quadcopter
V2 G10



LUM1475
\$149.99

QAV250 Mini FPV Quadcopter RTF



LUM1831
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QAV250 Mini FPV Quadcopter
ARF G10



LUM1642
\$364.99

FXC2206-11 2350kv Brushless Motor
QAV250



LUM1659
\$47.99

QAV250 Mini FPV Quadcopter
Carbon Fiber Edition



LUM1906
\$167.99

OpenPilot CC3D Flight Controller
Horizontal Pins



LUM1817
\$99.99

12A ESC Simon K Firmware
(N-FET)



LUM1788
\$19.99



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- FoV (Field of View): 30°
- Color depth: 24 Bit RGB
- Aspect ratio: 16:9
- each with 870 x 500 pixels and a fill factor of 100%
- Simulated image size: 40 inch (= 1 m) at a distance of 2 meters

ZEI1909-127
\$879.99

Cinemizer Adapter Kit 30-Pin Apple



ZEI1993-664
\$87.99

Cinemizer Head Tracker USB



*NOT FOR R/C
ZEI2033-902
\$249.99

Cinemizer Lanyard



ZEI9903-3DS
\$9.99

Cinemizer Eye Shield



ZEI2033-903
\$43.99

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TOLL FREE CUSTOMER SERVICE AND TECHNICAL SUPPORT LINE

Insurance



Larry Rousselle 30252L
Chair
604-857-8929 larryrou@shaw.ca

We had four reported incidents in 2013. Three involved injuries, one quite serious, mainly involving hand and/or finger lacerations with nerve damage. Two of these were from planes on glow engine start-up, the other from a helicopter blade.

The one property damage claim was from an electric converted Old Timer model which went out of control on landing, hitting a parked car. It was unclear what the cause was but the sun glare could have been an issue.

The total claims payout was over \$57,000.

As usual, it is difficult to get a full appreciation of the facts of these losses due to missing information. In these types of incidents, there is little, if any, investigation and we get very little, if anything, back from the club executives. While some of the reports were very helpful, there are too many possible reasons

for this and that makes it hard for us to make any accurate safety recommendations other than the usual obvious ones.

All these incidents involved very common, rather mundane practices we all do at the club field when starting up or flying our models. Simple mistakes lead to some painful and serious injuries, not to mention the loss of models. Please maintain your focus out there and minimize distractions in the pit area.

The helicopter incident could have been much worse. That incident apparently was caused by the idle up switch being activated unintentionally. That can cause a severe pitch/RPM/attitude change and a nearby pilot (or anyone else) can have difficulty avoiding the model, as in this case. I am sure most heli pilots have had many close calls when the model got a little too close for comfort.

Let's try to increase the distance from the pilot station to our models when flying; perhaps double what you think is O.K. You may have been comfortable with about 10 meters of spacing when

lifting off/landing a 600-size heli but why not try to make it 20 meters with even more spacing for circuit or 3D flight?

Keeping others away a safe distance from a heli basically requires no other pilots on the flight line. Anyone close enough to be hit needs to be paying attention. Some club set-ups have the pit area rather close to the flight line so anyone in that area is often at a high risk of being hit by a model that goes out of control.

There were no multi-rotor incidents this year, even with the huge increase in that activity.

Please be sure to have a look at the relevant Safety Code documents (MSDs and MPPDs), especially for your type of model as much has changed with the addition of model type specific rules over the last year. You will find some very important and helpful information on FPV, for instance.

Please keep a copy of current incident report forms on site for reference in case of a mishap. Fly safe. ✈

Assurance



Larry Rousselle 30252L
Président
604-857-8929 larryrou@shaw.ca

Quatre incidents nous ont été rapportés en 2013. Trois d'entre eux impliquaient des blessures -- l'une d'elles très sérieuse -- qui se rapportent surtout à des lacerations à une main et/ou à des doigts (avec dommages aux nerfs). Deux des incidents tirent leur origine du démarrage d'avions mûs par moteur à combustion, l'autre émane d'une pale d'hélicoptère.

Il y a eu une réclamation pour dommages matériels : un avion Old Timer converti à la propulsion électrique a volé, hors de contrôle au moment de l'atterrissage, jusqu'à une voiture stationnée qu'il a frappé. La cause n'est pas encore claire, mais il se peut que l'aveuglement par le Soleil ait été un facteur. Cette réclamation s'est élevée à plus de 57 000 \$.

Comme d'habitude, il est difficile d'obtenir un portrait d'ensemble des faits et des pertes en raison de renseignements qui nous manquent. Lorsque de tels événements se produisent, il y a peu, pour ne

dire pas, d'enquête et nous ne recevons que des bribes de renseignements de la part de l'exécutif du club. Bien que certains rapports nous aient aidés, les possibles raisons de l'accident sont trop nombreuses et cela nous complique la tâche lorsque vient le moment de formuler des recommandations de sécurité, exception faite de celles qui sont évidentes.

Tous ces incidents impliquaient des habitudes plutôt communes auxquelles nous nous livrons tous dans un environnement de club et lorsque nous faisons démarrer nos maquettes. Des erreurs plutôt simples mènent à des blessures aussi douloureuses que sérieuses et, ce faisant, des maquettes sont détruites. De grâce, concentrez-vous et minimisez les distractions lorsque vous êtes dans l'aire des puits.

L'incident de l'hélicoptère aurait pu virer encore plus mal. Apparemment, le commutateur «idle up» a été accidentellement activé. Cela a pour effet de changer radicalement l'angle/les tours-minute/assiette et un pilote à proximité (ou n'importe) peut alors difficilement éviter une maquette, comme ça a été le

cas ici. Je suis persuadé que la plupart des pilotes d'hélicoptère ont échappé de peu à de pareilles situations lorsqu'une maquette est passée très près d'eux, à l'occasion.

Essayons d'accroître la distance entre la station de pilotage et nos maquettes lorsque nous les faisons voler; doublez-la si vous pensez que cela irait. Peut-être étiez-vous à l'aise à une distance de 10 mètres lorsque votre hélicoptère de dimension 600 quittait le sol ou atterrissait, mais pourquoi ne pas augmenter la distance à 20 mètres lors d'un circuit ou d'un vol 3D? Simplement dit, si vous voulez garder les autres à distance sécuritaire d'un hélicoptère, cela signifie que personne d'autre ne doit se trouver sur la ligne de vol. Quiconque se trouve non loin doit faire preuve de beaucoup de vigilance. À certains clubs, quelques dispositions de terrain rapprochent un peu trop l'aire des puits de la ligne de vol; quiconque se trouve aux puits pourrait potentiellement se faire frapper par une maquette hors de contrôle.

Il n'y a eu aucun incident impliquant

suite à la page 42



Yves Auger 38621
Chair
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Greetings to all multirotor pilots across Canada! First, let me say thank you to the Board of Directors and especially to Steve Woloz for establishing this new Committee. As part of our efforts, we will be sharing information and cooperating with the UAV & FPV Committees because we have so much in common!

We want to reach out to all zones for advisors who will help us gather a broad picture of what's happening across Canada and to learn from your experience and knowledge. If you are a multi-rotor pilot and would be willing to help as an

advisor, please let me know at ggtronic@hotmail.com.

Also, I would appreciate the involvement of any of you who fly multi-rotors on a commercial basis. We have a shared interest in this matter and one of our primary goals is to keep the airspace within Canada safe and available for everyone. This fall, we will select official Committee members as well as the committee Chairman.

Many multi-rotor pilots are tempted to fly anywhere and everywhere with these amazing flying cameras! Please ensure that you have permission from land owners and to avoid flying near people or private property.

New multi-rotor owners: Read the manual and take the time to set up your

multi-rotor properly and to learn how to operate the craft in its various flight modes and make sure the manual mode is available in your configuration, just in case the autonomous mode fails.

Reminder: the Dji Phantom 2 Vision uses 2.4ghz as video feed and may impact other pilots' radio control link on that same frequency. If you have this happen when you are flying, please report to us what you see happening.

Have a great summer and please feel free to send us an awesome picture taken by you and your multi-rotor that was piloted over an area that is safe and appropriate for flying. The MAAC Multi-rotor webpage will be updated with event and information every month. ✈

MultiRotors

Yves Auger 38621
Président
(450)-655-0238 ggtronic@hotmail.com

Salutations aux pilotes de multiroteurs du Canada. Premièrement, je voudrais remercier les directeurs de zone et spécialement Steve Woloz d'avoir

suggéré de créer ce Comité.

Nous avons l'intention de coopérer et d'échanger avec les Comités UAV et FPV car nous avons beaucoup de points communs avec eux. Nous aimerions solliciter toute les zones afin d'obtenir l'aide de consultants qui pourraient nous aider à connaître la situation au Canada

ainsi qu'afin de partager leur expérience avec ce type de maquette. Si vous êtes pilotes de multirotor et que vous désirez vous impliquer, communiquez avec moi chez ggtronic@hotmail.com. Nous aimerions aussi obtenir l'implication de pilotes de multiroteurs commerciaux car

suite à la page 56



Mark Betuzzi 26605L
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ORANGE RECEIVERS

One of the items debated over the last few years is the topic of the 'Orange' receiver. The issue was their use by MAAC members and Industry Canada certification. I'm happy to report that receivers such as the Hobby King Orange Receiver do not require an Industry Canada certification and as such, there is no reason clubs should be banning their use. Please contact any member of the Radio Spectrum Committee for more information on this item.

RACB

The Model Aeronautics Association of Canada is a member of the Radio Advis-

ory Board of Canada. The RACB works with Industry Canada to protect and offer technical expertise to protect all the channels we use for radio controlled modeling in the radio spectrum. In turn, Industry Canada works with the worldwide agencies in coordinating the uses for the radio spectrum.

Our radios using spread spectrum utilise frequencies from 2.4 GHZ to 2.485 GHZ. This band of frequencies is in what is called the ISM band, the Industrial, Scientific and Medical band. We are not the only users in this band, which is being increasingly used by WI-FI providers. WI-FI service is not only being supplied in local coffee shops, but on towers in all kinds of locations. This service improves Internet connectivity capability and in some case, provides Internet services to communities that only

had a dial-up Internet service before.

There is an app available for your smart phones called Wi-Fi Analyser that will show the names and power levels of all users in this 2.4 GHZ band. It will even show you 2.4 GHZ spread spectrum R.C. radio transmitters.

Users in this band include WI-FI, microwave ovens, Bluetooth devices, and cordless phones. WI-FI is used on GO-PRO cameras to transmit live video in real-time, and on certain DJI quadcopters. Each user in this band which is used worldwide is required to comply with interference reduction protocols.

Wikipedia has some excellent articles on the above topics, including an article called Electromagnetic Interference at 2.4 GHZ. ✈

Spectre radio



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RÉCEPTEURS ORANGE

L'un des sujets qui a suscité des débats au cours des dernières années, c'est celui des récepteurs Orange. Le problème : les membres du MAAC pouvaient-ils s'en servir et quelle était la certification que leur avait réservée Industrie Canada? J'ai le plaisir de vous annoncer que les récepteurs tels que l'Orange de Hobby King ne requièrent pas une certification d'Industrie Canada et qu'en soit, les clubs n'ont aucune raison d'en interdire l'usage. Veuillez communiquer avec n'importe quel membre du Comité du spectre radio pour en savoir plus long.

CONSEIL CONSULTATIF CANADIEN DE LA RADIO

Les Modélistes aéronautiques associés du Canada est un organisme membre du Conseil consultatif canadien de la radio (Radio Advisory Board of Canada). Le CCCR travaille de pair avec Industrie Canada afin de protéger les voies radio que nous utilisons au sein du spectre radio et d'offrir une expertise technique. En retour, Industrie Canada travaille avec des agences mondiales afin de coordonner les utilisations du spectre radio.

Nos émetteurs à spectre étalé (spread spectrum) utilisent des fréquences de

2.4 GHZ à 2.485 GHZ. La bande de fréquences se trouve dans ce qui s'appelle la bande ISM (Industrial, Scientific and Medical). Nous n'en sommes pas les uniques utilisateurs; les fournisseurs de service WI-FI s'en servent de plus en plus. Le service WI-FI n'est plus que l'apanage des cafés locaux; on le retrouve sur des tours un peu partout. Ce service améliore les capacités de connectivité Internet et en certains cas, offre des services d'Internet aux communautés qui ne recevaient auparavant que le service par ligne commutée (dial-up).

Une application informatique est maintenant disponible pour vos téléphones intelligents, le Wi-Fi Analyser qui peut vous montrer le nom et le niveau de puissance (utilisé) de tous les utilisateurs dans cette bande de 2.4 GHZ. Cette application vous montrera même les émetteurs télécommandés de 2.4 GHZ.

Les utilisateurs de cette bande comprennent le WI-FI, les fours à micro-ondes, les appareils Bluetooth ainsi que les téléphones sans fil. La technologie WI-FI est aussi utilisée sur les caméras GO-PRO afin de transmettre de la vidéo en temps réel ainsi qu'à bord de certains multicopters DJI. Chaque utilisateur au sein de cette bande (utilisée partout de par le monde) doit obéir aux protocoles de réduction d'interférence.

Wikipedia renferme d'excellents exer-

cices sur tous les sujets mentionnés plus haut, y compris un article intitulé Electromagnetic Interference at 2.4 GHZ. ✈

Assurance

suite de la page 40

un multicopter, cette année, même si ce segment de notre passe-temps augmente à la vitesse grand «V».

Veuillez jeter un coup d'œil aux documents pertinents du Code de sécurité (les MSD et MPPD), surtout pour votre type de maquette; bien des éléments ont changé au cours de la dernière année en raison de l'ajout de règlements à l'intention de plusieurs types de maquettes. Vous vous apercevrez que les renseignements sur le vol par immersion (FPV), par exemple, valent leur pesant d'or.

À titre de référence, gardez un exemplaire du formulaire d'incident à votre terrain de vol, si jamais un incident se produisait. Pilotez en toute sécurité. ✈

Sécurité

suite de la page 43

Web afin d'y trouver des mises à jour au Code de sécurité ou aux MPPD, toujours selon le parcours de recherche «Committees, safety, view Committee members». ✈

Safety



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Chair
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I am happy to welcome two new members to the Safety Committee whose nominations were confirmed at the AGM in April. Larry Rouselle from Abbotsford, B.C. is the long sitting Chairman of the Insurance Advisory Committee. As such, I have worked closely with Larry on many matters concerning our two committees. His input from the insurance perspective will be a valued asset in our safety planning.

Paul Phillips is returning to our Safety Committee after a lengthy absence. Paul is located in Saint John, N.B.

Welcome Larry and Paul !

The names and contact information of all Committee members has been updated on the website under Committees, safety, view Committee members. Please feel free to contact the Safety Rep in your zone to discuss any concerns you

have.

Our safety agenda for this year began May 7 with a motion of recommendation by Committee to the MAAC Executive Committee to review several proposed revisions to the Safety Code. These proposed revisions are in keeping with our mandate to continually review all documents to keep them up to date and to simplify, clarify and reduce in size and scope of material in the Safety Code.

The proposed revisions submitted on May 7 alone remove 14 paragraphs or approximately 890 words from the Safety Code. 'Where did all this content go?' you may ask.

Material that is not specifically related to safety as been relocated to supporting documents called MAAC Policy and Procedures Documents or MPPDs. These documents address non-safety related issues such as Canadian laws affecting model aviation, insurance coverage, event sanctions, recommended best practices and a host of other topics. These

documents can be found on the website adjacent to the Safety Code documents under Committees, safety, view Committee documents.

Does this mean that the material contained in the MPPDs is less important than that of the Safety Code? No, it simply means the material contained in the MPPDs does not directly affect the safe operation of model aircraft and therefore, does not potentially have an impact on your MAAC insurance coverage. Furthermore, the format and language conventions used in the MPPDs are more flexible than that of the Safety Code and therefore, it allows more in depth discussion presented as advisory material.

There should be no more confusion over what is a mandatory safety rule and what is a guideline.

Fly safely my friends, and please be sure to check the website periodically for any updates to the Safety Code or the MPPDs under Committees, Safety, view Committee documents. ✈

Sécurité



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Il me fait plaisir de souhaiter la bienvenue à deux nouveaux membres au sein du Comité sur la sécurité; leur candidature a été acceptée lors de l'Assemblée générale annuelle (A.G.A.) à Québec en avril dernier. Larry Rouselle (d'Abbotsford, en Colombie-Britannique) dirige depuis longtemps le Comité consultatif sur les assurances. Conséquemment, j'ai travaillé de près avec Larry sur de nombreux sujets qui impliquaient nos deux comités. Ses contributions -- de la perspective des assurances -- constitueront un atout de taille au moment de planifier nos stratégies de sécurité.

Paul Phillips revient au sein du Comité après une absence prolongée. Il habite Saint-Jean (Nouveau-Brunswick). Bienvenue une fois de plus, Larry et Paul!

Le nom et les coordonnées de tous les membres du Comité ont été mis à jour sur le site Web en suivant le trajet «Committees, safety, view Committee members». Sentez-vous bien à l'aise de

communiquer avec un représentant en sécurité au sein de votre zone afin de discuter de vos inquiétudes.

Notre ordre du jour en sécurité pour cette année a débuté le 7 mai avec une recommandation qu'a faite notre Comité au Comité exécutif du MAAC, histoire d'examiner plusieurs propositions de révision au Code de sécurité. Ces révisions sont dans l'optique de nous en tenir à notre mandat : examiner continuellement tous les documents de façon à les maintenir à jour et afin de simplifier, d'éclaircir et de réduire la quantité de matériel que contient le Code de sécurité.

Les révisions proposées qui ont été soumises le 7 mai, à elles seules, retireraient 14 paragraphes totalisant environ 890 mots du Code de sécurité. «Et où est passé tout ce contenu?», me demandez-vous?

Le matériel qui ne se rapporte pas spécifiquement à la sécurité a été relégué dans des documents d'appui, qu'on appelle communément en anglais MAAC Policy and Procedures Documents (les MPPD). Ceux-ci traitent de sujets non reliés à la sécurité, tels que les lois canadiennes qui affectent

l'aéromodélisme, la protection d'assurance, le parrainage en fonction d'événements, les pratiques exemplaires recommandées et plusieurs autres sujets. Vous trouverez ces documents au site Web, non loin des documents du Code de sécurité, sous «Committees, safety, view Committee members».

Cela signifie-t-il que le matériel que contiennent les MPPD soit moins important que celui du Code de sécurité? Non. Cela signifie tout simplement que le matériel des MPPD n'affecte pas directement l'opération sécuritaire de maquettes d'aéronefs et conséquemment, cela n'a pas d'impact potentiel sur la protection d'assurance du MAAC. De plus, les conventions sur le format et la langue utilisés dans les MPPD sont plus flexibles que ce qu'on retrouve dans le Code de sécurité. Ainsi, ce matériel consultatif se prête mieux à une discussion plus poussée.

Il ne devrait plus y avoir de confusion sur ce qui constitue un règlement de sécurité obligatoire et de simples lignes directrices.

Pilotez en toute sécurité, mes amis et vérifiez occasionnellement le site

suite à la page 42

Vol Libre Intérieur



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Dès 7 heures le dimanche matin du 27 avril, j'étais surpris de voir toutes ces tables alignées pour le vol à l'intérieur de la Fieldhouse (plafond de 49 pieds) de l'université Kent State. J'avais oublié que le samedi était la journée des tentatives de record sous un plafond de catégorie 1 et qu'Akron/Cleveland (en Ohio) fourmille d'adeptes du vol libre intérieur. En effet, je participais au rassemblement de champions (anciens, présents et futurs) et le ton de la journée était donné : compétition mondiale de F1D.

Les nouveaux règlements de F1D ont augmenté le poids des maquettes pour qu'elles puissent passer de 1,2 gramme à 1,4 gramme tout en diminuant le poids des élastiques (de 0,6 gramme à 0,4 gramme)... la dimension dont nous nous servons lorsque nous faisons voler un Ministick d'une envergure de 7 pouces! Cet élastique se retrouve maintenant sur une maquette dotée d'une envergure de 21,5 pouces et les gars étaient prêts à mettre cette nouvelle combinaison à l'épreuve.

Le talent réuni sous un même toit comprenait les quatre Grands gagnants USIC : Jim Richmond, Don Slusarczyk, Larry Coslick et moi-même. Comme si cela ne suffisait pas, l'actuel détenteur de multiples records A6 Bill Gowan (d'Atlanta, en Georgie) ainsi que le champion mondial de F1D, Yuan Kang Lee, arrivaient tout juste de la Roumanie. Bien d'autres modélistes de renom étaient aussi de la partie. Toute cette expérience réunie en un seul lieu avait de quoi m'intimider.

Ce qui m'a agacé, c'était l'absence

de concurrence en la plupart des autres catégories disputées, y compris les planeurs lancés par catapulte; j'ai réussi à parfaire un record canadien en remportant les deux épreuves. Même au cours de ma première tentative au sein de la catégorie FAC Peanut, mes points de copie volante ont été très bas mais j'ai réalisé le deuxième meilleur chrono, ce qui m'a valu un prix. J'ai tenté ma chance dans la catégorie A6 contre les gros joueurs mais j'ai manqué mon coup lorsque ma meilleure maquette (détentriche d'un record) a atterri sur les projecteurs et que je l'ai perdue. Après avoir littéralement suspendu coup sur coup ma maquette de rechange et mon Ministick, j'ai pensé qu'il était temps de me détendre et de préserver certaines d'entre elles pour le concours de Pontiac (au Michigan).

Revenons aux considérations importantes. Le programme des Olympiades scientifiques des États-Unis, mettant en vedette des maquettes d'avion, a produit des résultats carrément époustoufflants. L'équipe américaine de F1D a remporté cette année tant les titres mondiaux de modéliste particulier que d'équipe dans les mines de sel. J'ai parlé à Yuan Kang et j'ai été surpris d'apprendre que sa maquette a évolué sous un plafond de 210 pieds pendant plus de 4 minutes pendant un vol. Ses six vols ont dépassé la marque des 34 minutes, deux d'entre eux étant chronométrés à 36:05 et à 37:33. Son compagnon d'équipe Brett Sanborn est arrivé bon deuxième; ainsi, les États-Unis se retrouvent une fois de plus en position de domination.

Vladimir Linardic, l'ancien président de ce Comité et qui travaille maintenant en Europe, voulait évoluer sous la bannière canadienne mais il n'a pas eu

gain de cause, si bien qu'il a volé au nom de la Croatie. Cependant, l'absence de la compétition pendant sept ans s'est fait sentir et malgré un bon départ qui l'a vu afficher des chronos de 27:35 et de 28:59 la première journée, le troisième vol de Vlad a été un véritable désastre dont il n'est pas pas revenu. Je connais Vladimir. Il ne sera pas content et sera plus déterminé que jamais. Il convient de noter que quatre des 12 pays étaient représentés par un seul modéliste et que celui qui représentait la Slovaquie a ravi la troisième place.

À l'aide du désormais appareil vieillot de 1,2 gramme de F1D à Kent, j'ai affiché des chronos se situant dans les 27 minutes, tandis que le multiple champion Jim Richmond a montré une fois de plus de quoi il était capable à l'aide de la nouvelle maquette de 1,4 gramme et avec laquelle il a affiché un chrono gagnant de plus de 19 minutes. En regardant ces merveilleuses créations qui flottent près du plafond, on se demande si on pourra un jour en construire de semblables. Les nouveaux règlements facilitent la chose, mais la compétition de calibre mondial F1D, c'est un défi à vie. Le dévouement, les connaissances, l'intelligence et les défis sont si grands que les personnes qui y évoluent sont uniques.

Je salue nos amis, surtout ceux qui ont fait voler les maquettes de microfilm, beaucoup plus délicates, pour le Canada. Depuis 1974, seuls 11 d'entre eux se sont rendus si loin et je les nommerai dans une prochaine chronique. Je suis désolé de ne pas pouvoir vous offrir de photos, mais vous trouverez un cliché exceptionnel d'une maquette de F1D en vol sur la page frontispice de Model Aviation Canada, numéro d'avril 2000.

On vient de m'aviser que les AMA

suite à la page 45

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FAT SHARK

Free Flight Indoor



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I was surprised at 7 a.m. Sunday morning, April 27, to see all those tables lined up for flying in the 49' Kent State Fieldhouse. I forgot that Saturday was a Category 1 records trials day and Akron/Cleveland is a hotbed for Indoor Free Flight. Indeed, this was a gathering of Champions, past, present, and future, and the emphasis this day was obviously World F1D.

New rules for F1D have increased model weight from 1.2 to 1.4 grams while reducing allowed rubber from .6 to .4 grams, the amount we use to fly a 7" Ministick! This now on a 21.5" wingspan, and the boys were ready to test it.

The talent under the roof included the four surviving USIC Grand Champions; Jim Richmond, Don Slusarczyk, Larry Coslick, and myself. If that wasn't enough, we also had the current A6 multi record holder Bill Gowan, from Atlanta, and the 2014 World F1D Champion Yuan Kang Lee, fresh back from Romania, plus so many other top flyers. I was a bit overwhelmed by the experience gathered here.

What bothered me was the lack of competition in most other events, including Catapult Gliders, where I managed to up a Canadian record while winning both events. Even my first attempt at FAC Peanut got me the lowest scale points but flew the second best time to score an award. I tried A6 against the big guys but blew it when my record holder landed on the lights and was lost. After hanging a spare and then my Ministick, I felt it was time to relax and save a few for Pontiac.

Back to the important stuff: the U.S. Science Olympiad program with model aircraft has now produced terrific results.

The U.S. F1D team this year won both the World individual and team titles in the salt mines. I spoke to Yuan Kang and was surprised to hear his model walked the 210 ft ceiling for over 4 minutes on one flight. With all six of his flights over 34 minutes, and top two at 36:05 and 37:33. With teammate Brett Sanborn flying a solid second; the U.S.A. is in a dominant position once again.

Vladimir Linardic, previous Indoor Chairman now working in Europe, wanted to fly for Canada but for the second time, lost out, so he flew for Croatia. Being out of it for seven years takes a toll and after a decent start with 27:35 and 28:59 on the first day, Vlad's third flight was a disaster from which he did not recover. I know Vladimir. He will not be happy and will now be more determined than ever. It is worthy of note that four of the 12 countries were represented by only one flyer and the one from Slovakia took third place.

Flying the now old 1.2 gram F1D at Kent, I had times up in the 27-minute range, while multi-time World Champion Jim Richmond showed his stuff once again, flying the new 1.4-gram model to a winning time over 19 minutes. You see these beautiful creations floating slowly up near the roof and wonder if you could ever build one. The new rules make it easier, but World F1D is a life challenge. The dedication, knowledge, smarts, and challenges are so great in fact, it takes a very unique individual.

So I salute all our fellows, especially those who flew the much lighter, more delicate microfilm models for Canada. There were only 11 of them since 1974 and they will be named in a future column. I'm sorry not to have pictures but the cover of Model Aviation Canada magazine in April 2000 had an exceptional shot of an F1D in flight.

I was just advised that the AMA Indoor Nationals will be held in the Kibbie Dome in Moscow, Idaho from June 26 to 30, a surprise to me. The Kibbie Dome Annual will probably be in August as usual.

NEW RECORD:

1:53.7, Open class, Category 2, Unlimited Catapult Glider, John Marett. ✨

Vol Libre Intérieur

suite de la page 44

Indoor Nationals auront lieu au Kibbie Dome de Moscow (Idaho), entre les 26 et 30 juin 2014, ce qui m'a surpris. Quant au Kibbie Dome Annual, il aura probablement lieu en août, comme d'habitude.

NOUVEAU RECORD

1:53.7, classe libre, Category 2, Unlimited Catapult Glider, John Marett. ✨

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Model Aviation CANADA

Submission Guidelines

If you have an idea for a story that might be of interest to MAAC Members, send an email to Editor@ModelAviation.ca 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.

Control Line



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MORE OLD MEMORIES...

I can still remember the day when I first got to try a 'big' control line model fitted with an old O.S. Max .35 engine, attached to an even older 'U-Reely' handle. The airplane was a well-used Flite Streak covered in parachute nylon, which had probably undergone many resurrections during its lifetime!

The feel of the thing was incredible after flying a 1/2A airplane! There was some really serious line tension, with the engine sounding powerful, and not all tentative in its ability to develop serious power. Even more amazing, when the engine stopped the Flite Streak still continued to fly, and not just flutter to the ground in the semi-controlled crash mode that we were used to experiencing with smaller airplanes.

That was it! For me, it was a watershed moment when it finally dawned on me just how much of a thrill it was just to hang on to the thing for five whole minutes. I was hooked at last, and control line flying became an integral part of my life.

Of course, I felt much the same thrill when my own Fox .29 powered Buster flew for the first time, or when I learned how to make a Peanut scale model fly for over a minute in the old Moss Park armoury.

Oh yes, and putting a hand launch glider into a thermal for the first time, and losing it! This too was such pure magic that no computer game will ever be able to replicate the same feeling for me.



Jack Nagao of the Toronto Balsa Beavers with this very nice sport model powered by a K&B Torpedo .19 engine. It is Monokote covered, and flies very well! / Jack Nagao, des Toronto Balsa Beavers, et sa belle maquette sportive mûe par un K&B Torpedo .19. Elle est recouverte de Monokote et vole très bien!

It has all been such great fun that I can never see myself retiring to the couch just to spend my life watching TV like any other sensible senior citizen! So, I guess the next question is what aero-modelling thrill still lies ahead for me?

REVISED CONTROL LINE RULE BOOK

The Control Line rule book has been revised and brought up to date. It is now posted on the MAAC website under C/L Committee documents, although you will probably have to set up an account to access it.

It is in PDF form, and it can be downloaded and printed in your favourite format, if you so desire.

Some of the old provisional events have been eliminated to save space, as we never did hear of anyone actually flying them!

These rules are not necessarily the absolute law, but if you are running a sanctioned meet using your own event regulations, you should specify on your contest information exactly what they are in order to be fair to all competitors, particularly those who are not local flyers. If you feel that something should be added to the revised rule book, please let the Control Line Committee know, and we will consider your proposed additions in due course. ✈

Vol circulaire



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D'AUTRES VIEUX SOUVENIRS...

Je me souviens encore de l'époque où j'ai essayé pour la toute première fois une grosse maquette de vol circulaire mûe d'un vieux O.S. Max .35 et reliée à une poignée U-Reely encore plus vieille. L'avion était un Flite Streak usagé recouvert de vieux nylon de parachute et la maquette avait probablement déjà subi bien

des résurrections!

Quelle sensation après avoir fait évoluer de diminutives maquettes de 1/2A! La tension sur la poignée était franche, le moteur sonnait comme s'il était puissant et ne lésinait pas à me le faire savoir. Encore plus sensationnel, lorsque le Flite Streak était privé de moteur, la maquette continuait de voler sans retomber au sol, une collision à demi-contrôlée que nous vivions lorsque nous faisons voler les appareils plus petits.

Le sort en était jeté! Pour moi, c'est un

moment-charnière; j'ai découvert la sensation de tenir bon sur la poignée pendant les cinq minutes de vol. J'étais acro, si bien que le vol circulaire a fait partie intégrante de ma vie depuis.

Bien sûr, j'ai eu la même sensation lorsque j'ai fait voler mon propre Buster (mû par un Fox .29) pour la première fois ou encore, lorsque j'ai appris à faire voler une maquette Peanut Scale pendant plus d'une minute dans le vieux manège militaire de Moss Park.

suite à la page 71

Control Line Aerobatics



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Looking for an event that combines some basic flying skills, traditional building skills, features classic model designs and will put a smile on your face? Give Old Time Stunt a try.

For the past couple of years, our southern Ontario contests have featured Old Time Stunt. Five-foot bottoms and reverse wingovers are not required. The pattern is much more relaxing to fly, yet requires focus and skill to score well. Start off with simple climb and then dive. Simple in concept perhaps, but very hard to do really well.

The entry point on several of the manoeuvres is significantly different than in F2B, which make them fun to fly. For example, the vertical eight and the overhead eight are both basically lazy eights. The vertical eight is interesting to fly without that first complete inside loop for the F2B vertical eight. Half an inside loop and quickly into an outside loop right into the wind. It all seems to happen much more quickly than the F2B vertical eight. And remember, there are three required.

The overhead eight also has an interesting set-up. The first half inside loop is started over the left shoulder across the top and then a half outside loop over the right shoulder and across the top. Repeat that combination two more times and



Balsa Beaver Secretary Rob Pringle launches John McFayden's Ringmaster Old Time Pattern model. / Le secrétaire des Balsa Beavers, Rob Pringle, lance le Ring Master de John McFayden (aussi dans le cadre d'un concours Old Time Pattern).

exit from the top.

For many, the most interesting aspect of the Old Time Stunt is the requirement to build models designed, published or kitted prior to December 31st, 1952. This nostalgic look back at planes flown by parents or as teenagers evokes memories of simpler times.

Remembering the pattern is another challenge. Five inside loops and five outside loops, not three, and only two laps of inverted. After years of burning in F2B

patterns, doing something different in flight can lead to some brain fades and good-natured ribbing from the competition. I know: I have forgotten the two laps of inverted on more than one occasion.

Need a quick break from Precision Aerobatics? Give Old Time Stunt a try. It will for sure put a smile on your face.

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

Vol circulaire acrobatique

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Vous recherchez un évènement qui combine des aptitudes de pilotage, des aptitudes d'assemblage traditionnelles, qui met en vedette des designs classiques de maquettes et qui vous fera sourire? Essayez donc Old Time Stunt.

Depuis quelques années, nos concours du Sud ontarien présentent un volet Old Time Stunt. Il n'est pas requis d'accomplir des five-foot bottoms et des reverse wingovers. Le circuit est beaucoup plus relaxant mais il exige de la concentration et une certaine finesse si on veut obtenir un bon pointage. Commencez avec

un grimper très simple et un piqué. Le concept semble bien simple mais c'est difficile de l'exécuter convenablement.

Le point d'entrée de plusieurs de ces manoeuvres est très différent que lors de celles du F2B, ce qui les rend amusantes. Par exemple, le huit vertical et le huit de type overhead sont tous les deux des huit paresseux. Le huit vertical est intéressant, dénudé qu'il est de la composante du looping intérieur qu'exige normalement le huit vertical en compétition F2B. Exécutez un demi-looping intérieur et

suite à la page 73

Stuart Henderson fires up his Scared Kitten Old Time Pattern model. / Stuart Henderson fait démarrer sa maquette Scared Kitten en prévision d'un concours Old Time Pattern.



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I would like to introduce two new members of the Electric Committee. Andrew Colwell from Quispamsis NB., started flying as a young person and he became involved with his local club about six years ago. Andrew's hangar has more electrics than anything else, from the tiny indoor micros to a ¼ stand-off scale Fokker Dr1. The other new member is Brian Reid from Merrickville, ON., who began his life with models when he was about 10, some 63 years ago. He first flew free-flight aircraft, then control line, and then moved to real aircraft. Somewhere in the 70's he took up R/C flying with the Forest City Flyers of London Ontario. After a hiatus to raise a family he returned to flying R/C in 1993 and shortly thereafter got into electric flight. Their particulars can be found on the MAAC site under Electric committee, so give them or any other committee member a call if you need any help.

Giant scale planes are not just for internal combustion engines any more and there are almost no limits on the size of Electric powered models, as Geoff Dryer shows us with his ½ scale Cub.

"In January 2011 I decided to embark on scratch building a 50% Clipped Wing Cub for electric power. I was already familiar with giant scale electrics including flying an electric IMAC plane for three seasons.

"At the time I realized that I could buy an ARF 50% Cub for a lot cheaper than I could build it for but it would likely be heavier than necessary. The issue with most ARF aircraft is that they



are designed to stand up to the rigors of the vibration of an internal combustion motor. This requires heavier construction especially at the front of the fuselage. Another issue is that the placement of batteries (to drive the motor) is sometimes problematic.

"My Cub employs some rather unique features including foam core wings, a split fuselage and a drawer for the flight batteries. My motor choice was a Hacker A100-10 which I was already using on my 100cc class IMAC plane. At 7500 input watts I was hoping for better than Cub scale power.

"I maiden my Cub in the Spring of 2013 and I was more than pleased with the performance. At 65 lbs (29 Kg) in the air it was about equivalent weight. to an ARF 50% Cub with a 150cc gas motor. This includes the 8 lbs (3.6 Kg) of batteries to drive the motor.

"The current brushless motor technology and the affordability of Lithium Polymer batteries makes electric power

a practical alternative for any size aircraft. For me it was an obvious choice as I was already flying an all electric fleet but I also enjoy taking the path less oil soaked." ✈

DETAILS FOR MY ELECTRIC CUB.

50% Clipped Wing J3 Cub
180" (4.6 m) wingspan
144" (3.7 m) fuselage (split fuselage)
Hacker A100-10 motor
Hacker 170 ESC
12S-2P 6S 6000 mAh batteries
Ailerons (2 per side) Hitec HS-7950TH
Elevator (1 per half) Hitec HS-7950TH
Rudder Hitec HS-7980TH
2 x LiFe (2 cell) 2300 mAh batteries
Smart-Fly EQ-10 power expander
Smart-Fly pin and flag failsafe switch
Hitec Optima 9 receiver
<http://www.rcgroups.com/forums/showthread.php?t=1370190>

Électriques

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J'aimerais vous présenter deux nouveaux membres du Comité des maquettes électriques. Andrew Colwell, de Quispamsis (Nouveau-Brunswick), a commencé à piloter des maquettes lorsqu'il était jeune et il s'est impliqué au sein de son club local, il y a environ six ans. Le hangar d'Andrew possède davantage

de maquettes électriques que d'autres sortes, des petites micro-maquettes à un Fokker à l'échelle un quart stand-off scale. L'autre nouveau membre, c'est Brian Reid de Merrickville (Ontario), qui a entamé sa vie entourée de maquettes lorsqu'il avait dix ans, il y a 63 ans. Il a d'abord fait voler des maquettes de vol libre pour ensuite passer du côté du vol circulaire et des appareils à l'échelle réelle. Au cours des années 1970, il s'est initié au vol télécommandé au sein des

Forest City Flyers de London (Ontario). Après une pause qu'il a prise afin d'élever sa famille, il est retourné aux maquettes télécommandées en 1993 et peu après, il s'est impliqué au sein du vol électrique. Vous trouverez leurs coordonnées au site Web du MAAC sous la rubrique du Comité des maquettes électriques; si vous avez besoin d'aide, appelez-les. Cela vaut d'ailleurs pour n'importe quel membre du Comité.

suite à la page 73

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Flying season should be in full swing when you read this article. Personally, I hope to have attended at least two giant scale events by early July.

I encourage all readers to make an effort to go to giant scale events if you can. I am sure you will enjoy it once you get a taste of flying your beautiful creation and having others come up to you afterward and tell you how awesome it looked! That brings me to the subject of this report.

A lot of work goes into putting on one of these events. While you are enjoying yourself, remember that others are out there working to keep the event running safely and efficiently. Take a few minutes and tell the workers how much you appreciate their efforts and how much you are enjoying the event.

One of the other things that makes any event special are the sponsor-donated prizes. You may not know that most, if not all, giant scale events are non-competitive so there is no judging performed. This makes the atmosphere more relaxed. It also means the prizes are usually handed out at random throughout the event. The point I want to make here is that it costs the sponsors money out of their pocket to make the contributions for the event. Even if you do not win something, thank the sponsors and better yet, buy from them the next time you need that item on your shopping list.

Take a look at the plane accompanying this article. It is a great project that



This beautiful quarter-scale, Nick Zirolì model of the Spirit of St. Louis was built by Edward Durand over six years. The model has a 12-foot wingspan, weighs 42 lbs, is powered by a Zenoah G62, guided by a Spectrum 7 radio and lots of high torque servos. The model is covered with Super Coverite fabric and painted using silver automotive lacquer. Ed tells me that the interior is fully detailed including the wicker seat, and a pilot that has a functional periscope exactly as used in the original. / Voici une magnifique reproduction à l'échelle un quart qu'a bâtie Edward Durand sur une période de six ans (plans de Nick Zirolì). La maquette est dotée d'une envergure de 12 pieds, pèse 42 livres, est mûe par un Zenoah G62 et se fait guider par un émetteur Spectrum 7. Les servos à couple élevé sont nombreux! La maquette a été recouverte de Super Coverite et peinte à l'aide d'une lacque automobile argentée. Ed me dit que l'intérieur a été minutieusement reproduit, jusqu'à la chaise d'osier, le pilote ainsi que le périscope fonctionnel, tout comme sur l'avion à l'échelle réelle.

took a lot of time and skill to complete. Our builder was proud enough of the results that he took the time to send me the pictures and descriptions. You too could have your pride and joy pictured in the

next edition; just send me the picture and details!

Until next time, bigger flies better! ✈

Copie Volantes Géantes

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La saison de vol devrait battre son plein au moment où vous lirez cette chronique. Personnellement, j'espère pouvoir me rendre à deux rassemblements de petits-gros (Giant Scale) d'ici le début du mois de juillet.

J'encourage tous les lecteurs à déployer un effort afin de se rendre à de tels rassemblements. Je suis persuadé que vous aimerez ça, une fois que vous

aurez goûté à la sensation de piloter votre merveilleuse création et d'avoir vu arriver des gens après votre vol et qui vous disent à quel point la démonstration était fantastique! Cela m'amène au propos de ce rapport.

Préparer un tel rassemblement exige un travail monumental. Pendant que vous vous amusez, pensez aux autres qui ont travaillé d'arrache-pied afin de faire fonctionner le rassemblement de façon sécuritaire et efficace. Prenez quelques instants et dites à ces bénévoles à quel point vous appréciez leurs efforts et à

quel point vous avez aimé être de la partie.

L'une des autres choses à ne pas négliger, ce sont les prix commandités. Peut-être ne le savez-vous pas, mais la plupart (sinon tous) les rassemblements de petits-gros ne sont pas des concours, si bien qu'ils ne sont pas jugés. L'atmosphère s'en trouve plus détendue. Cela signifie aussi que les commandites pigent dans leurs poches pour contribuer à l'évènement. Même si vous n'avez rien gagné, prenez la peine de remercier les

suite à la page 71

RC Pylon



Randy Smith 13141
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Practice, practice, practice. I know you are flying in circles for ten laps but it's a lot harder to make 30 perfect turns in a row than you would think. One false move, one bad turn and the race is lost. Practice makes permanent. It also makes champions.

As I write this column, our racing season has not yet begun. The snowdrifts are finally gone and we are beginning to practice. There will be a bunch of race reports to catch up on in the next issue. We will have completed the pylon contests in Calgary, Edmonton, and likely Calgary's July contest as well. Until then, there's not much to talk about.

NIFTY TIP (SECURE YOUR BALLS)

While at the Q40 Classic race in Phoenix back in February, I noticed a nifty little racing tip that Kevin Moorehouse has employed on the aileron torque rods of his Sweet-V Q40 racer. The Sweet-V uses thread-on ball links on the top of the torque rods. Under vibration and flight loads, the ball and socket connection can become disconnected on one or both of the aileron torque rods. This doesn't happen often but I have seen it occur once or



Safety wire connection on aileron torque rods. Refer to RC Pylon column for details. / Les bielles de poussée sont sécurisées à l'aide de du fil de sécurité. Lisez la chronique pour connaître les détails.

twice. Kevin has devised a nifty safety wire technique that secures the connection of the ball and socket. Kevin's idea makes it impossible for the ball and socket to come loose.

Kevin uses 22 AWG wire to make a safety wire connection clean through the nylon socket and the metal ball. First connect the nylon socket and metal ball together. Next, select a #70 number drill and chuck it in a high speed rotary tool like a Dremel. Carefully spot the drill at the center of the ball and drill

clean through the assembly. Next take a piece of 22 AWG wire about 3/8" long and feed it through the hole you have drilled in the socket and ball assembly. Fold the ends of the wire that protrude on either side of the assembly back 90 degrees. Secure the wire ends in place with a piece of fuel tubing on each assembly.

I thought this was a great tip for anyone using this type of torque rod connection to the servo. ✨

Course RC autour de pylônes



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Pratique, pratique et encore pratique. Je sais que vous pilotez vos maquettes en rond pendant dix tours, mais c'est bien plus difficile que vous pensez d'exécuter 30 virages parfaits et de suite. Un faux mouvement, un mauvais virage et vous venez de perdre une course. La pratique vous accorde une uniformité. Et elle forge les champions.

Au moment de rédiger cette chronique, notre saison de course n'a pas encore commencé. Les bancs de neige sont finalement partis et nous commençons à nous pratiquer. Je vous offrirai plusieurs comptes-rendus de courses dans le prochain numéro. Nous aurons alors terminé les concours de courses autour

de pylônes à Calgary, Edmonton et probablement celui de juillet, toujours à Calgary. D'ici là, je n'ai pas grand-chose à vous offrir.

TRUC BIEN PRATIQUE (SÉCURISEZ VOS BOULES!)

Tandis que j'ai participé à la course du Q40 Classic à Phoenix (Arizona) en février dernier, j'ai remarqué un petit truc bien pratique que Kevin Moorehouse utilise sur les bielles de poussée (torque rods) des ailerons de son Sweet-V. Cette maquette a recours à des yeux à rotule (ball links) vissés en haut des bielles. Sous l'effet de la vibration et de la charge en vol, les raccords de type ball and socket peuvent se déconnecter. Cela ne se produit pas souvent mais j'en ai été témoin à une ou deux reprises. Kevin a conçu une technique bien

chouette de retenue par fil de sécurité (safety wire). Son idée empêche la connexion de se défaire.

Kevin utilise un fil de calibre 22 AWG afin de faire sa connexion de fil de sécurité percé net à travers la douille (socket) de nylon et la boule de métal. Premièrement, connectez la douille et la boule. Ensuite, prenez une mèche 70 et placez-la dans un outil rotatif de grande vitesse comme un Dremel. Avec beaucoup de soin, placez la mèche au centre de la boule et percez tout l'assemblage. Placez ensuite une longueur d'environ trois huitièmes de pouce du fil de 22 AWG à travers le tour. Pliez les extrémités du fil à 90 degrés. Sécurisez ces bouts à l'aide d'un morceau de conduite de carburant.

J'ai pensé que c'est un truc sensationnel pour quiconque utilise ce type de connexion vers le servo. ✨

RC Precision Aerobatics



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The MAAC Annual General Meeting was held at the end of April in Québec City and the schedules for F3P that the sub-committee worked so hard on developing have been ratified. The 2014 F3A, F3P rule book will have all the new information.

PRECISION AEROBATICS FACEBOOK PAGE

We now have a Facebook page at Precision Aerobatics Canada. Have a look, all pilots welcome. <https://www.facebook.com/groups/376668605805467/>

CLASSIC PATTERN INTEREST

One thing I have been asked about lately is Classic Pattern as it seems there is a growing interest in flying this style. Classic Pattern is the non-turn around style flown in the late 1960s, continuing through the end of 1991, at which time turn around pattern became the norm.

We will most likely form another sub-committee of those interested and turn them loose on this project. Depending on participation, we could add this to an existing contest or run a classic contest all on its own. Nothing concrete yet, but I

would assume we would adopt the U.S. manoeuvres as it works well for cross-border contests and there is no point in reinventing the wheel.

You can learn more here <http://www.necpo.org/faq.php> and here http://www.classicpatternassociation.com/Patterns__Information.html ✈

US CLASSIC PATTERN SCHEDULES:

Pre-Novice

- | | |
|-------------------------|------------|
| 1. Takeoff | Upwind |
| 2. Straight Flight Out | Upwind |
| 3. Procedure Turn | Turnaround |
| 4. Straight Flight Back | Downwind |
| 5. Stall Turn | Upwind |
| 6. Immelmann Turn | Upwind |
| 7. 3 Inside Loops | Upwind |
| 8. Traffic Pattern | Upwind |

Novice

- | | |
|-----------------------------|------------|
| 1. Takeoff | Upwind |
| 2. Straight Flight Out | Upwind |
| 3. Procedure Turn | Turnaround |
| 4. Straight Flight Back | Downwind |
| 5. Stall Turn | Upwind |
| 6. Immelmann Turn | Upwind |
| 7. 3 Inside Loops | Upwind |
| 8. Straight Inverted Flight | Downwind |
| 9. One Reverse Outside Loop | Upwind |
| 10. Landing | Upwind |

Advanced

- | | |
|----------------------------|----------|
| 1. Takeoff | Upwind |
| 2. Double Stall Turn | Upwind |
| 3. Cuban 8 | Downwind |
| 4. Double Immelmann | Upwind |
| 5. Four Point Roll | Downwind |
| 6. 3 Reverse Outside Loops | Upwind |
| 7. Slow Roll | Downwind |
| 8. 3 Inside Loops | Upwind |
| 9. 3 Horizontal Rolls | Downwind |
| 10. 3 Turn Spin | Upwind |
| 11. Landing | Upwind |

Expert

- | Manoeuvre | | K-Factor |
|----------------------------|----------|----------|
| 1. Takeoff | Upwind | 1 |
| 2. Figure M with 1/2 Rolls | Upwind | 5 |
| 3. Cuban 8 | Downwind | 2 |
| 4. Double Immelmann | Upwind | 2 |
| 5. Slow Roll | Downwind | 3 |
| 6. 3 Reverse Outside Loops | Upwind | 3 |
| 7. Four Point Roll | Downwind | 4 |
| 8. 3 Inside Loops | Upwind | 2 |
| 9. Eight Point Roll | Downwind | 4 |
| 10. Rolling 8 | Upwind | 2 |
| 11. 3 Horizontal Rolls | Downwind | 3 |
| 12. Top Hat | Upwind | 3 |
| 13. Running 8 | Downwind | 2 |
| 14. 3 Turn Spin | Upwind | 2 |
| 15. Landing | Upwind | 1 |

Acrobatie de précision RC



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L'Assemblée générale annuelle du MAAC a eu lieu à la fin avril à Québec et les séquences de F3P sur lesquelles le sous-comité avait travaillé ont été ratifiées. Le livret de règlements 2014 pour le F3A et le F3P contiendra tous ces nouveaux renseignements.

PAGE FACEBOOK D'ACROBATIE DE PRÉCISION

Chez Precision Aerobatics Canada, nous avons maintenant une page Facebook. Jetez-y un coup d'oeil et bienvenue à tous les pilotes : <https://www.facebook.com/groups/376668605805467/>

L'INTÉRÊT POUR LE FORMAT CLASSIC PATTERN

Dernièrement, on m'a interrogé sur le format Claissic Pattern; semble-t-il que l'intérêt augmente auprès des pilotes qui voudraient faire voler leur maquette sous ce format. Classic Pattern, c'est le style caractérisé par une absence de virage qui prévalait à la fin des années 1960 et jusque vers la fin 1991; par après, la volige de style turn-around (avec virage) a pris le relais et est devenu la norme.

Nous formerons vraisemblablement un autre sous-comité pour les personnes intéressées et nous leur conférerons les pleins pouvoirs sur ce projet. Selon la participation, nous pourrions ajouter ce format à un concours existant ou organiser un concours classique proprement dit. Il n'y a rien de coulé dans le béton,

mais j'imagine que nous adopterions les manoeuvres américaines puisqu'elles fonctionnent bien lorsque des modélistes se déplacent à des concours outre-frontière; ça ne servirait à rien de chercher à réinventer la roue.

Vous pouvez en apprendre davantage en consultant les ressources suivantes : <http://www.necpo.org/faq.php> ainsi que http://www.classicpatternassociation.com/Patterns__Information.html

Séquences du U.S. Classic Pattern : (N.D.L.R. : Comme les adeptes connaissent vraisemblablement les séquences dans leur langue d'origine et par souci d'espace veuillez consulter la chronique en anglais pour y lire les séquences pour les pré-novices, novices, pilotes avancés et pilotes experts.) ✈



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Articles should be about 475 words with 4 to 6 photos.
Model Profiles should be about 300 words with 4-6 photos.

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Les articles proprement dit devraient compter environ 475 mots et comporter de 4 à 6 photos.
Les profils de maquettes devraient compter environ 300 mots et comporter de 4 à 6 photos.

Editor@ModelAviation.ca

RC Sailplane



Bob Hammett 5605
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Greetings ! As the 2014 Chair of the R/C Sailplane Committee, I'm pleased to be able to report that we have a team of nine individuals active on our Committee. Collectively, your Committee possesses a good level of experience covering most areas of R/C Sailplane activity.

These are your committee representatives:

Zone A: Kevin Hanson of Calgary, AB; Eraldo Pomare of Red Deer, AB.

Zone B: Cato Hansen of Kingston NB.

Zone C: Greg Milne of Vernon, BC

Zone D: Jim Holland of Winnipeg, MB; Bill Collier of Winnipeg, MB (non-voting volunteer advisor.)

Zone L: Doug Pike of Brampton, ON; Roy Bourke of Toronto, ON.

Your Committee offers broad regional representation, and has experience with a wide range of sailplane disciplines, but there are a few gaps which I expect we can eventually fill by recruiting additional volunteer-advisors.

I'd like to thank each of these people for their gift of service. The R/C Sailplane Committee has not been active for some time, and some pent-up enthusiasm was evident in the contact that we have had so far. At the time of this writing, a call for Agenda items has been made to these individuals. Once we have consolidated and prioritized our list of objectives, the serious work can begin.



Long-time LSF Level 5 pilot and former MAAC President Stan Shaw, is seen here at SOGGI's ALES Contest on June 22, 2013. A requirement of LSF Level 1 is a 5-minute Thermal Duration flight, or alternatively, a 15-minute slope flight. Successive levels get more difficult. Level 5 gives you a choice of a 2-hour thermal duration flight, or an 8-hour slope flight. Guess which one Stan did. / On aperçoit un membre LSF (niveau 5) de longue date et ancien président du MAAC, Stan Shaw, pendant le concours ALES du 22 juin 2013 au Club SOGGI. L'une des exigences du niveau 1 de la LSF, c'est de procéder à un vol thermique d'une durée de 5 minutes ou à un vol de pente de 15 minutes. Les prochains niveaux augmentent le niveau de complexité. Le niveau 5 vous offre un choix d'un vol thermique de deux heures ou d'un vol de pente de 8 heures. Devinez lequel Stan a choisi.

And this just in: Ann Tekatch, Canada's LSF Co-ordinator, writes:

"The League of Silent Flight has launched its new soaring achievement program for electric soar-and-glide sailplanes. See www.silentflight.org for details on the new program. For an ap-

plication form, contact Ann Tekatch, (the LSF's Canada coordinator), tekatch@sympatico.ca."

The LSF program is ideal for sport flyers and contest flyers alike. Check it out.

Until next time, fly safely. ✈

Planeurs télécommandés



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Salutations! En ma qualité de président du Comité des planeurs télécommandés pour 2014, j'ai le plaisir de vous annoncer que nous comptons maintenant une équipe de neuf personnes. Collectivement, votre Comité possède un niveau intéressant d'expérience et la plupart des secteurs d'activité sont maintenant couverts.

Voici vos représentants :

Zone A: Kevin Hanson (Calgary, Alberta); Eraldo Pomare (Red Deer, Alberta)

Zone B: Cato Hansen (Kingston, Nouveau-Brunswick).

Zone C: Greg Milne (Vernon, Colombie-Britannique)

Zone D: Jim Holland (Winnipeg Manitoba); Bill Collier de (Winnipeg Manitoba) (ce dernier est un consultant bénévole et ne dispose pas d'un droit de vote)

Zone L: Doug Pike (Brampton, Ontario); Roy Bourke (Toronto, Ontario).

Votre Comité offre une bonne représentation régionale et ses membres cumulent beaucoup d'expérience en plusieurs disciplines du vol de planeurs, mais il y a encore des vides à combler et je m'attends à ce que des personnes s'avancent, en leur qualité de conseillers

bénévoles.

J'aimerais remercier chacune de ces personnes pour le dévouement. Le Comité des planeurs télécommandés n'a pas été très actif depuis un moment et lors des contacts que j'ai eus jusqu'à maintenant, des membres ont très hâte de reprendre du service. Au moment d'écrire ces lignes, j'ai demandé aux membres du Comité qu'ils me fassent parvenir des points de discussion à l'ordre du jour. Une fois que nous aurons consolidé et priorisé notre liste d'objectifs, nous entamerons le travail plus sérieux.

Cette dépêche me parvient tout juste : Ann Tekatch, coordonnatrice de LSF

continued on page 71

RC Scale



Peter Conquergood 5844L
Chair
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I would like to thank Peter Conquergood for the time spent as the RC Scale Committee Chairman. His leadership and accomplishments in making changes to how MAAC special interest groups select FAI teams will stand the test of time.

In particular, modellers from across the country have the opportunity to be selected to the team without having to travel from one end of the country to the other for a 'Team Trials.' (This is a relatively new option for the Special Interest Group Committees.)

The following people have stepped forward to represent their area as Scale Committee Members : Chris Malcomson (Smith Falls, Ontario), Jean R. Chevalier (Lacolle, Québec), Jean J. Belair (Saint-Albert, Alberta), Michael H. Allman (Vernon, British Columbia) and myself, Roly Worsfold (Kamloops, British Columbia).

Introducing myself as Committee Chair. I am a recently retired Power Engineer having worked in several management roles in the pulp industry and have been involved in the hobby since 1993.

My main interests have been scale from the beginning and I enjoy building and flying scale models. Since 2001, my interest is in Fun Scale events and scale competitions. My first competition was in Edmonton and since then, I have competed in 43 competitions to date which includes one Canadian Scale Championships and eight Scale Masters Championships.

I was awarded a MAAC "Leader member" recognition and also a co-CD for the British Columbia Scale Classic. I am a founding member of the NorthWest Scale Aero-Modellers -- www.nwsam.org. The U.S. Scale Masters Association also recognized me with the "Harris Lee Award" for efforts in organizing scale in the Northwest.

Over the next few months, I will be working with the Committee to identify priorities to work on and look at how we can make positive changes to our scale program. Hopefully, we will encourage more scale events with emphasis on Fun Scale. I would also like to see us improve the material available to help CDs and clubs be successful in hosting scale events



which will provide clubs with benefits.

We will be looking for Committee members from the areas who do not have representation; so if you are interested in participating in the Scale Committee, contact your Zone Director or myself.

Building and flying scale gives more purpose to our hobby. It seems that the focus needs to be to promote Fun Scale and providing a graduated program which will encourage scale 'flying' as well.

The next year will be enjoyable working for the MAAC membership promoting scale aero-modelling and encouraging more scale events of all skill levels across the country.

Please do not hesitate to contact Scale Committee members who will answer any questions or provide assistance in hosting a scale event.

If it's scale aero-modelling, it's good.



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Copies Volantes

Peter Conquergood 5844L
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J'aimerais remercier Peter Conquergood pour le temps qu'il a passé à la barre du Comité des copies volantes (RC Scale). Son leadership et ses accomplissements font en sorte que les changements qu'il a apportés à la façon dont les groupes d'intérêt spéciaux du MAAC choisissent les équipes de la FAI résistent bien au passage du temps.

En particulier, les modélistes de partout au pays ont l'occasion d'être sélectionnés au sein de l'équipe sans avoir à se déplacer d'un bout à l'autre du Canada afin de prendre part à des Épreuves de qualification d'équipe. (C'est une option encore récente au sein des Comités d'intérêt spéciaux.)

Les personnes suivantes se sont avancées afin de représenter leur région à titre de membres du Comité de copies volantes : Chris Malcomson (Smith Falls, Ontario), Jean R. Chevalier (Lacolle, Québec), Jean J. Belair (Saint-Albert, Alberta), Michael H. Allman (Vernon, Colombie-Britannique) et moi-même, Roly Worsfold (Kamloops, Colombie-Britannique).

Laissez-moi me présenter. Je suis un ingénieur récemment retraité et j'ai rempli plusieurs rôles au sein de l'industrie des pâtes et papiers et je me suis impliqué au sein du passe-temps à compter de 1993.

Mes champs d'intérêt ont toujours été les copies volantes (depuis les tout débuts) et j'aime construire et piloter de telles maquettes. Depuis 2001, mon intérêt se porte vers les concours Fun Scale et de véritables copies volantes. Ma première compétition était à Edmonton et depuis, j'ai pris part à 43 compétitions jusqu'à maintenant, compris un championnat canadien de copies volantes et huit concours Scale Masters.

On m'a remis le prix Leader et un autre de reconnaissance en ma qualité de codirecteur de concours pour le British Columbia Scale Classic. Je suis un membre fondateur des NorthWest Scale Aero-Modellers – www.nwsam.org. La U.S. Scale Masters Association m'a aussi reconnu en me décernant la Harris Lee Award pour le travail d'organisation que j'ai fait pour l'univers des copies volantes dans le Nord-ouest.

Au cours des prochains mois, je travaillerai auprès du Comité afin d'identifier les priorités sur lesquelles se pencher et afin de vérifier comment apporter des changements positifs à notre programme. Avec un peu de chance, nous encouragerons l'organisation de d'autres événements de copies volantes en plaçant l'accent sur des rassemblements de format Fun Scale. J'aimerais aussi nous voir améliorer le matériel placé à la disposition des directeurs de concours et des clubs afin qu'ils obtiennent du succès, ce qui aura de bonnes répercussions sur les clubs.

Nous recherchons des membres de Comité qui habitent en des lieux qui ne sont pas encore représentés; si vous voulez participer aux activités du Comité des copies volantes, communiquez avec votre directeur de zone ou avec moi.

La construction et le pilotage de copies volantes procure davantage d'objectifs à atteindre au sein de notre passe-temps. Il me semble que nous devrions nous concentrer sur la promotion des concours Fun Scale et sur la possibilité d'offrir un programme par étapes qui encouragera le vol de copies volantes.

La prochaine année sera agréable puisque je la passerai à travailler pour les membres du MAAC afin de faire la promotion de l'aéromodélisme de copies volantes et à encourageant les concours

de copies volantes pour tous les niveaux d'aptitude, et ce, partout au pays.

N'hésitez pas à communiquer avec les membres du Comité de copies volantes; ils se feront un plaisir de répondre à vos questions ou à vous donner un coup de main si vous décidez d'organiser un événement de copies volantes.

S'il s'agit de modélisme de copies volantes, c'est bon! ✈

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Chair
705-691-2410 lprevost_ca@yahoo.ca

WELCOME TO THE CHALLENGE!

Many of you have probably been contacted by your Zone Director or members of the Scale Aerobatic Committee about the Great Canadian Aerobatic Challenge. By the time you read this, many members should be at week three or four by now and hopefully, they are having a blast and getting some good ideas on how to fly basic aerobatics with control and perhaps even learning how to read Aresti!

Remember that the Challenge is for everyone, not just budding IMAC pilots, and there are ten prize awards of \$500 for participating clubs! The Challenge is best done in pairs, hence the format of the print-outs. You just print out one copy, cut the two identical parts in half and share in the fun with a buddy. Take turns with one calling and the other flying, then switch!

So how do you get in on the cash awards? It's simple! I am keeping a file on every club that is doing the Challenge which will be published from time

to time. Your club's participation automatically gets you into the draw for a cash award.

In addition to trying it, if members of your club send me some sort of written article and include pictures that can be published in Model Aviation Canada, you will get additional consideration at the time of selection.

To ensure that the entire country is rewarded, not just the more populated provinces, at the end of the Challenge, a selection process will be carried out by members of the SA Committee based on your participation and submissions from each province. If some provinces do not host the Challenge, then others may receive more awards based on our votes. Clubs will be notified in person about their selection and MAAC will cut you the cheque!

There are numerous threads in RC Canada (in the Scale Aerobatics forum) and on the MAAC website so stay tuned and you can e-mail me at leeprevost97@yahoo.ca or call me after five at 705 522-3550 and leave a message and I'll get back to you.

TEAM IMAC CANADA UPDATE

We recently held a mini clinic in Chatham hosted by Rick Kroeze and Don McLellan and in addition our Team Manager Ivan Kristensen. There was much discussion on such topics as strategies to improve results, how to be an effective caller, the subject of unknowns and airplane set-up. Each of us flew and critiqued each other, in a nice way, and many great hints and suggestions were made.

For myself, Ivan made measurements of the throws on my Carden PRO and we discussed changes that were made on the amounts of expo needed, snap conditions and the like which seemed to smooth things out on subsequent flights and make for better presentation. All in all, it was a very enjoyable and informative day that helped everyone attending. Team members who couldn't attend will get updates shortly, of course! I think that we are headed in a very good direction and this will be a team that will make Canada proud thanks to the hard work and dedication of many terrific individuals. ✈

Acrobatie de copies volantes RC



Lee Prevost 9551
Présidente
705-691-2410 lprevost_ca@yahoo.ca

BIENVENUE AU CHALLENGE!

Plusieurs d'entre vous ont probablement été approchés par votre directeur de zone ou par l'un des membres du Comité d'acrobatie de copies volantes relativement au Great Canadian Aerobatic Challenge. Au moment où vous lirez ces lignes, plusieurs membres seront rendus à la semaine trois ou quatre (du concours) et ils auront du plaisir en plus de récolter de bonnes idées sur la façon d'exécuter des séquences d'acrobatie de base en maîtrisant leur appareil et ils auront peut-être même appris à lire la séquence Aresti!

Rappelez-vous que le Challenge s'adresse à tout le monde et non seulement aux pilotes IMAC en devenir; de plus, les clubs participants pourront se partager dix prix de 500 \$! Ce Challenge se pratique mieux en duo, de là le format des feuillets à imprimer. Vous n'avez qu'à imprimer un exemplaire, découper les deux moitiés identiques et partager le plaisir avec un ami. Prenez chacun votre tour à devenir l'observateur de l'autre et ensuite, échangez les rôles!

Comment faites-vous pour mettre la main sur un prix en argent? C'est simple! Je préserve un dossier de chaque club qui a accepté de relever ce défi et je vais

publier cela, de temps à autre. La participation de votre club fait en sorte que vous êtes automatiquement inscrit au tirage du prix en argent.

En plus de l'essayer, si des membres de votre club m'envoient un article et incluent des photos pour publication dans les pages de Model Aviation Canada, vous obtiendrez un peu plus de considération au moment de la sélection.

Histoire de faire en sorte que le pays entier est récompensé -- et non seulement les provinces les plus peuplées -- à la fin du Challenge, les membres du Comité d'acrobatie de copies volantes entameront un processus de sélection selon votre participation et les soumissions de chaque province. Si certaines provinces ne sont pas des hôtes du Challenge, les autres provinces recevront davantage de prix, selon nos votes. Les clubs seront avertis de leur sélection et le MAAC vous préparera le chèque!

Vous trouverez de nombreux fils de discussion en ligne chez RC Canada (forum Scale Aerobatics) ainsi qu'au site Web du MAAC; demeurez aux aguets et vous pouvez toujours me joindre par courriel au leprevost97@yahoo.ca ou m'appeler après 17 heures au 705 522-3550. Laissez un message et je vous répondrai.

ÉQUIPE IMAC CANADA : UNE MISE À JOUR

Nous avons récemment organisé un

mini-atelier à Chatham (les animateurs étaient Rick Kroeze et Don McLellan ainsi que notre gérant d'équipe Ivan Kristensen). Il y a eu beaucoup de discussion sur des sujets tels que des stratégies afin d'améliorer les résultats, comment être un observateur (communément appelé caller, en anglais) efficace, les séquences inconnues et l'ajustement des maquettes. Chacun d'entre nous a piloté une maquette a formulé des critiques (gentilles, quand même); plusieurs bons trucs et suggestions ont été mis de l'avant.

Pour ma part, Yvan a mesuré le débattement (les throws, en anglais) des gouvernes de mon Carden PRO et nous avons discuté des changements à apporter sur les débattements exponentiels, les conditions pour effectuer une manœuvre snap; tous ces ajustements ont aplani les difficultés au cours des vols suivants, ce qui a amélioré la présentation. En bref, la journée a plu à tout le monde et s'est avérée très instructive. Les membres de l'équipe qui ne pouvaient être de la partie recevront bientôt des mises à jour, bien sûr!

Je crois que nous nous dirigeons dans une bonne direction et que cette équipe saura fièrement représenter le Canada grâce au travail acharné et au dévouement de plusieurs personnes sensationnelles. ✈

Saskatchewan (K)

suite de la page 20

zones A, B, H, I, J, et K étaient de la partie. Quelques présidents de comité étaient aussi sur place. Le président du Comité de la charte (Constitution), Fred Messacar, a pris sa retraite et Keith Bennett (de la Colombie-Britannique) lui a succédé. Ce comité possède maintenant un statut de comité consultatif; aussi, le poste de président sortant a été éliminé.

Bien qu'il soit tôt, je vous rappelle que l'Assemblée annuelle de la zone sera bientôt au moment où vous recevrez cette revue; elle aura lieu le dimanche 5 octobre à Saskatoon, au clubhouse du Club HCRCC.

Cette année est celle de l'élection de votre directeur de zone!

D'ici à ce que je vous rencontre à quelque part sur un terrain de vol, faites de bons vols en toute sécurité, soyez alerte quant à ce qui se passe autour de vous, ayez de la considération pour les autres et faites en sorte que l'année soit exceptionnelle! ✈

Multirotors

suite de la page 41

nous partageons le même intérêt pour cet espace aérien canadien qu'on désire préserver pour tous. Cet automne, nous allons choisir des membres officiels ainsi que des bénévoles afin de garnir les postes de membres du Comité multiréacteur grâce aux mises en candidature de votre réunion de zone.

Plusieurs pilotes de multi sont tentés par des vols un peu partout avec ces caméras volantes! S.V.P., assurez-vous que vous avez la permission du propriétaire de votre terrain de vol et que vous évitez de voler à proximité du public et des propriétés privées.

Nouveaux pilotes et nouvelles maquettes, lisez le livret d'instructions! Et prenez le temps de bien configurer et d'essayer tous

les modes de vols. Assurez-vous aussi que le mode manuel est offert dans vos configurations de votre télécommande au cas où le mode automatisé cesse de fonctionner.

Rappel : Le Dji Phantom 2 Vision utilise une liaison vidéo en 2.4ghz, ce qui peut affecter la liaison radio des autres pilotes à proximité. S.V.P., faites-nous signe si vous avez des problèmes.

Passé un bel été et envoyez-nous vos plus belles photos prises avec votre appareil dans un endroit sécuritaire et approprié pour notre activité. La page Web multiréacteur du MAAC sera mise à jour à tout les mois relativement aux événements à venir cet été. ✈



Member rate - First 20 words free. Each additional 20 words or part thereof \$1 Dealer / commercial rate - First 20 words \$15. Each additional word \$1 Payment must accompany order Cheques payable to Morison Communications

WANTED: Old radios for private collection. Any old radio from the 50's, 60's or 70's. These can be single channel, reeds, proportional etc. Send list to Charles Chomos, 369 Pepper Dr., Burlington ON L7R 3C8. Ph. (905) 632-4479
cchomos@hotmail.com

LOOKING FOR: Anyone interested in flying 1970's style Pattern, Contact Roger at 905-643-7078 or rodotfly@Bell.net

FOR SALE: Custom Decals and Roundels for all scale Modelers. Lettering. Numbers and Art for all models. Call:905-933-3461 or email:manmech@bell.net (5/12)

WANTED: Engines, and tether or push cars for private collection. Anything from the 1970's and earlier, glow, diesel, ignition, engine parts, boxes, displays etc. Especially looking to buy the Canadian built Ajax, Canuck, Banshee, Drimmie, Fitzpatrick, Hurricane, Merlin, Monarch, Queen Bee, Ram and Cox engines. Send list to Frank Klenk, Tillsonburg, Ontario 519-842-8242. fklenk@sympatico.ca (01/13)

FOR SALE: Estate services offered. Will inventory all your items, sell items for you or buy outright. Call or write for details. Protect your valuables and know what they are worth. Plan ahead. Contact Frank Klenk, Tillsonburg, Ontario. 519-842-8242. fklenk@sympatico.ca (01/13)

FOR SALE: Great Planes Piper J-3 Cub, includes Futaba 6 channel radio control "Sky-sport 6", digital proportion R/C system, 2.4 GHz, 1/4 échelle/scale, 105.5" wing span/envergure, 2.9 hp engine. Servos installé/in-stalled. Excellent condition: \$600. contact email: mgcm@acanac.net (Laval, QC) (07/14)

FOR SALE: New, Boxed O.S. FS-120 II 4-Stroke w/Pump \$250.00. Matching, unused O.S. Anti-Vibration Motor Mount \$150.00. Tel. 306-373-5361 (07/14)

FOR SALE: Multiplex Gemii BiPlane. ever Flown. 36 esc, 281-0890 motor, 10x5 prop, Spectrum AR500 Reciever, servos: \$200. Cliff maac#5181, 905-935-3597, St. Catharines, ON. (07/14)

FOR SALE: Craft Air Sallaire kit \$175.00. Proctor Enterprises Nieuport 28 kit \$475.00 + exact shipping. Ph: 204-866-3732, the-saydaks@mymts.net

FOR SALE: Telemaster 46 \$175, Skybolt Bipe ST91 \$250, Turbulent OS26FS \$125, DHC-1 Chipmunk 65FS \$295. Call Gary 905-544-1251, Hamilton, ON. (03/14)

FOR SALE: Unused, Boxed O.S. FS120 Surpass II with Fuel Pump & Anti-Vibration Aluminium Motor Mount. Please call: 306-373-5361 (03/14)

WANTED: Sig Astro Hog wing in good condition and available near Toronto. Prefer trike landing gear mounting. george.garlock@sympatico.ca, 416-922-5096. (03/14)

WANTED: Boeing P26 Peashooter 90 71" ARF shown at radiantech.com \$185.00. Cel. Phone 250-862-6716 or harveystehr@hotmail.com (03/14)

WANTED: Fuselage in good or repairable condition for Great Planes Electrify 50" Turbo Cirrus SR22. Carl 905 466-7762 Burlington, ON. (01/14)

WANTED: Drone Diesel .29cc with variable compression. Hugh at 416-438-4608 (Toronto, ON)(11/13)

FOR SALE: Enya 120 4c no muffler \$100. Zenoah 45 whith spring starter and wrap around muffler \$200 Super Tiger 200 whith wrap around muffler \$50. Pictures available ghrtschan@videotron.ca 514-731-5311 (Montreal, PQ) (01/14)

WANTED: Aviation magazines, books, kits, plans, pre 1970 model magazines, negatives, photos, hobby items, engines, silkspan, etc. Jerry: 905-632-3508 (Burlington, ON) (01/14)

FOR SALE: KMP Funtana with OS 160 engine. Mayhem with OS 91 engine. Two scratch built planes with Homelite 26 cc gas engines. Radios available - Futaba 9CAP and Futaba 7CAP, & Futaba 6 chan and 4 chan for beginners. All batteries in Good condition. All equipment guaranteed operable. Other Planes for sale -Some 40 size planes for sale - no motors. Radios to suit 4 ch and 6 ch Futaba. Old 8 foot glider. If interested contact for reasonable prices & photos- 905 764 3490 berman@bromarsystems.com. Richmond Hill, Ont. (01/14)

FOR SALE: Miniature wireless video systems. Ideal for R/C and other models, starting at only \$79.95. Visit www.4ugotech.com (11/13)

WANTED: Ace Pacer kit, Great Planes Electrostreak kit. Contact Ron at brasier@telus.net or 604-983-3394 (11/13)

FOR SALE: 12 new Fireball glow plugs \$36 plus shipping. 10 long, 2 short. Call Ron 416-431-9305. (Scarborough, ON) (9/13)

FOR SALE: Estate Sale • Flite Spitfire Mk IX, .61 - .91 size, 1/7 sport scale model kit, • Wolf Hunter – Gold Edition – Opened and Assembly Started \$125.00 • deHavilland Turbo Beaver, Wing Span 8 feet, Engine 2 Cycle, .60 - .90. Opened, Assembly Started – ¾ Complete \$125.00 • Hangar 9 Deluxe Power Panel, Manual Fuel Pump, Caddy \$10.00 • Great Planes Real Flight R/C Simulator and Flight simulator games - \$25.00 •

Hangar 9 Heat Sealing Iron \$15.00 • Trim Seal Tool – TF models \$15.00 • Deluxe Heat Gun \$20.00 • Futaba 6DA, Six channel FM, Advanced Function Digitally Proportional Radio System \$150.00 • Hobbico Accu-Cycle Pro Series Charger, Conditioner, Analyzer for R/C System batteries \$25.00 • Du-Bro Kwik-Klip III New Igniter 1.5 VDC, 117 AC input \$10.00 • Expert 4 Channel FM Radio Control System \$20.00 • Quattro 4 Channel FM Radio Control System \$20.00 • Magna Charge Rechargeable Sealed Lead Acid Battery \$15.00 • Hangar 9 12V Power Pro HD starter \$25.00 • Saito 120s Special w/muffler, Single cylinder ringed 4 stroke Engine \$250.00 • Hangar 9 12V Battery Charger \$15.00 • Assorted Trim Stripe (Various colours) \$2.00 each • Duo-Bro Hinge Slotter kit \$15.00 • Hangar 9 Z-Bend Pliers \$10.00 • Propellers – Graupner – 38-20, 15- 8" \$5.00, 23-18, 9-7" \$1.00 • Duo-Bro Steel Kwik Link with 12" 2-56 Rod \$2.00 • TS Spinner High Quality Aluminum light \$15.00 • Hobbico 4-way wrench \$2.00 • The Real McCoy 1 ½ Volt glow plug \$2.00 • Great Plains 5 piece long, hex wrench set \$1.50 • 100 Nickel Plated 1 inch T-pins \$2.00 • Assorted Tires and accessories \$1.00 -2.00 each • Multi-Temp Thermal Shrink Covering white - \$10.00 • K&S ¾" Strmlinthe \$1.00 • World War 2 Aircraft Poster \$20.00 • Workshop - Two Speed Airborne MicroDust Filtering System \$90.00 • Odds and Ends, Accessories, and various parts (Need to be seen) • Price Negotiable • Contact Sally Krukowski, 905-632-1064 (Burlington, ON) (9/13)

FOR SALE: Schleicher K8B Quarter Scale single seat sailplane built from Charlesworth plans with sheeted fuselage for greater stiffness of tail area and designed for aerotowing. Complete with six Multiplex servos with universal connectors. Finished in pre-painted 21 Century white fabric in "van der moolen" trim. Suberb docle flyer and thermals like crazy. Price: \$450 obo. contact Phil at philip904@gmail.com (Niagara-On-The-Lake) (07/13)

FOR SALE: SCALE R/C magazine sets 1986 – 1999 and few 2000's – including the last issue published. MODEL BUILDER magazine sets July 1988 – Oct 1996 including the last issue published. All in great condition. Best offer. E-mail to:dagami@telus.net (Red Deer, AB) (07/13)

FOR SALE: 40% Dalton Extra 260, custom built, won Tucson Shootout, DA 150 twin, 2 32x10 carbon fibre props, custom wing wiring harness, 9x 5955tg 333 oz/in servos, extra SWB Std 3x self adjusting servo tray, extra power box, Simplex AC/DC 1 to 4 cell balance charger 2 li-po batteries. Flown once, too much plane for me. \$3500 obo. | Reg 403-271-1119 regcollings@shaw.ca (Calgary) (5/13)



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 27 | Fun Fly | 5 Days | CANADA DAY FUN FLY | ELK POINT REMOTE CONTROL FLYERS | ELK POINT | JODY LECOPOY | 7806451572 CANADA DAY FUN FLY- The Elk Point Remote Control Flyers welcome you to join our annual Canada Day weekend Fun Fly! No pilot registration fees and no camping fees. A great place for the whole family! Bring a plane and come and see what the buzz is all about! | 2014-221

June 28 | Competition | 2 Days | 2014 Edmonton Pylon Race | EDMONTON RADIO CONTROL SOCIETY | Currie Field - Morinville Area | Allan Umbach | 780 975-6320 | bumbach@shaw.ca | 2014 ERCS sponsored Edmonton Pylon Race. Quicky 500 on Saturday, QM40 on Sunday. 10am start each day. Canadian Prairie Pylon Racing (CPPRA) rules apply. Pre-registration is required by end of day Thursday June 26th online at <http://www.cppra.org/>. Field available for test flying Friday \$50/event includes fuel and lunch for Pilot and Caller. For information, Al Umbach at email bumbach@shaw.ca or call 780 975-6320. Located at Currie Field west of Morinville. Hwy 2 North of

St. Albert to Morinville. Exit West onto Hwy 642. Travel West, turn North on Range Road 262. Proceed approx 1.25 miles and gate on East side of road. Watch for signs to field. | www.ercs.ab.ca | 2014-311

June 28 | Fun Fly | 2 Days | Alberta's Littlest Airport Airshow | CAMROSE MODELERS ASSOCIATION | Main Club Field | Reg Blackwell | 780-679-7342 | blackwellreg@gmail.com | Alberta's Littlest Airport & The Camrose Modelers Assoc. would like to invite you to our 35th Annual Fun Fly at our site near Bawlf, AB. Come and enjoy all types of model aviation. Off road R/C track at field. Camping & equipment charging available on site. No concession. Covered meeting hall & fire pit. Playground area and many new site improvements. | <http://www.camrosemodelers.ca> | 2014-251

July 1 | Fun Fly | 1 Day | July 1, Canada Day, Fun Fly | DIDSBURY R/C FUN FLYERS | Main Club Field | Roger Hall | 403-507-2404 | hallrd@telusplanet.net | July 01, Canada Day Fun Fly sponsored by the Didsbury R/C Fun Flyers. Flying starts at 10am at the club field. Valid MAAC required. Camping and concession available. Map & info on club website, www.didsburyrc.com

DRCFF.net or contact Roger Hall at 403-507-2404. | www.drcff.net | 2014-71

July 5 | Fun Fly | 2 Days | Fun Fly | MEDICINE HAT RC'ERS INC. | Main Club Field | Edward Coddling | 403-548-7168 | ecc917@pmbx.net | Medicine Hat RC'ers Fun Fly. July 5-6, 2014. Start time 09:00 hrs until 16:00 hrs both days. No Landing fee. Participants must be a MAAC member and a member of an RC Club. Concession and dry camping available. Got a warbird? Bring it! Swap meet, so bring your stuff. Contact Edward Coddling at ecc917@pmbx.net. See our website, <http://nonprofit.memlane.com/rcers/index.html>, for directions to our field. | <http://nonprofit.memlane.com/rcers/index.html> | 2014-244

July 6 | Fun Fly | 1 Day | 2014 Summer Combat | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Darrell Shivak | 7804557000 | dshivak@yahoo.ca | The most exciting aspect of Radio control flying! Fly, watch, or help the pilots. Hard hats(provided) must be worn beyond the spectator fence. Pilots must have MAAC insurance. Out of towners are most welcome! Open design, MAX engine size 0.46ci or 450 watts electric | www.ercs.ab.ca

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news, events, contests - Join Us

Calendar of Events



| 2014-64

July 12 | Fun Fly | 1 Day | 2014 Summer Fun Fly | PONOKA RADIO CONTROL FLYERS ASSOCIATION | Main Club Field | Greg or Helena Wagner | 403-783-0023 | wagner02@telus.net | 2014 Summer Fun Fly hosted by The Ponoka R/C Flyers Association on Saturday, July 12, 2014 (Sunday July 13, 2014 alternate day in case of bad weather) from Dawn till Dusk. Cost to fly \$10.00. For more details please call Greg or Helena Wagner @ (403)783-6784 or email wagner02@telus.net. | www.ponokarcflyers@groups.msn.com | 2014-132

July 12 | Fun Fly | 1 Day | New Runway Introduction | STRATHCONA REMOTE CONTROL FLYERS ASS. | Main Club Field | Bob Kimmerly | 7804531595 | bobkimmerly@hotmail.com | Come out to see our new fabric runway. Bring your electric foamies and other planes with small wheels that have trouble on grass. Our runway acts like a hard surface for take-off and landing, but won't break your propellers like asphalt. Maac required for flyers. Spectators welcome. | www.srcfa.ca | 2014-342

July 19 | Fun Fly | 1 Day | Windy West Family Outing | WINDY WEST R.C. CLUB | Main Club Field | Jeff Hollan | 587-220-6788 | grassroots.hollan@gmail.com | Windy West Family Outing/ Flying Till 2PM/ Contact Jeff Hollan/ 587-220-6788/ grassroots.holland@gmail.com/ Family BBQ Friends | www.windy-west.com | 2014-170

July 25 | Air Show/Demo | 3 Days | Central Alberta Airshow | CENTRAL ALBERTA RADIO FUN FLYERS | Main Club Field | Jon From | 403-896-7175 | jon@cloud9aviation.ca | The Central Alberta Radio Fun Flyers(CARFF)invite pilots of all model aircraft to join us for a week-end of relaxing flying and camaraderie culminating with a public Airshow on Sunday afternoon. Event runs from Friday, July 25th through Sunday, July 27th. Free unserviced camping at the field. Charging facilities on site. Saturday evening BBQ, bring the meat of your choice, salad and rolls will be supplied. On site concession on Saturday and Sunday. Flying starts at 8am and goes until dark or later(electric aircraft only, after 9:30pm). Sunday's 'Central Alberta Airshow' runs from 1pm 'til finished(about 2 hours). No 'Landing Fee'. We look forward to seeing you there! | www.carff.ca | 2014-177

July 26 | Competition | 2 Days | CRAMS Scale Aerobatic Stampede | CALGARY RADIO AEROMODELLERS SOCIETY | Main Club Field | Gordon Wilhelm | 403 450 6948 | gwilhelm@hotmail.com | CRAMS is pleased to host the first Scale Aerobatics (IMAC) contest on July 26/27, 2014 at its new field located just east of the City of Calgary. If you have not flown IMAC before this is your chance to come out and have fun while learning why IMAC is so addictive! We will be flying the Basic, Sportsman, Intermediate and Advanced Classes. For more information about the maneuvers flown in each class please check out the IMAC website at: <http://www.mini-iac.com/> Click on the V2014 Knowns' link. We will provide a free breakfast for pilots and crew each morning and lunch will be available for purchase both days as well. Entry fee is \$25. Contact the contest director Gordon Wilhelm at gwilhelm@hotmail.com if

you have any other questions. | www.crams.ca | 2014-215

August 2 | Competition | 2 Days | Western Canadian Pattern Championships | CENTRAL ALBERTA RADIO FUN FLYERS | Main Club Field | Will Gross | (403)588-6275 | ti2wgo@hotmail.com | Please come and join us for the Western Canadian Pattern Championship held in Red Deer AB. We will be flying all classes as per the Canadian rule book. FAI will fly P15 on Saturday and F15 on Sunday. If you have never flown in a pattern competition before, give it a try. It is a good bunch and you won't regret it! The CARFF club will provide lunch on Saturday and Sunday. (i.e Hamburgers, hotdogs, snacks, pop, water.) Camping is available. No hook-ups though there is an outhouse available for use. If you have any questions please don't hesitate to contact me. Will Gross | www.carff.ca | 2014-156

August 8 | Fun Fly | 4 Days | Tofield Jet Rally | TOFIELD MINIATURE AIRCRAFT ASSOCIATION | Main Club Field | Nathan Rondeau | 780-464-1070 | jetflyer@telus.net | Tofield Jet Rally August 07 to 10 Start time 9.00 am to 5.00 pm all 4 day's Instruction day August 07 only , Pilot's Dinner Gala Saturday evening No Pilot fees Free camping no services Maac and or AMA required All Public welcome For futher info contact Nate Rondeau @ jetflyer@telus.net | 2014-253

August 8 | Fun Fly | 3 Days | 12th Annual Fun Fly | VALLEY MODEL AERONAUTICS CLUB | Main Club Field | Ken Mashon | 780-898-3894 | kmashon@telusplanet.net | Valley Model Aeronautics Club 12th Annual Fun Fly - August 8, 9 & 10, 2014 - 10:00 am til dusk. Free admission - Camping available (no hookups). Location 11 Kilometers North of Drayton Valley on East side of Highway #22 - Watch for Signs. Potluck Supper on Saturday night - bring your own meat. For more information please contact Ken @ 780-898-3894(kmashon@telusplanet.net) or Marc @ 780-234-9953(marc2ss@yahoo.ca) | 2014-310

August 8 | Swap Shop | 3 Days | Huckfest/Swap Meet | WINDY WEST R.C. CLUB | windy west field | Phil Heninger | 403 382 014 cell or text | phil@teammhinger.com | Don't miss out on this 3 day Huckfest combo Swap Meet and enjoy bare foot comfort of our 700 foot grass field. Show and learn your gravity defying moves at the daily freestyle throw down. Free dry camping at the field. Spectator parking on the south side of the south fence please. Full BBQ meals only \$5.00 ea. every day. Enter the raffle draw for a free plane and other r.c. prizes. Bring a table with your parts and planes for sale. All MAAC and AMA members welcome. Go south of Coaldale on # 845 , 1.5 km east, 1.5 km south. See you all there! | www.windy-west.com | 2014-320

August 9 | Competition | 2 Days | MacNair RC Scale Aerobatics Competition | DIDSBURY R/C FUN FLYERS | Main Club Field | Ray Arie | 403-556-7609 MacNair RC Scale Aerobatics Competition Didsbury, Alberta Date August 9th and 10th 2014 Starting time 9:00AM Dry camping on site Free continental breakfast both days Dinner available on site for a small fee Air field map and up to date info on web site

<http://www.drcff.net> | www.drcff.net | 2014-141

August 9 | Fun Fly | 1 Day | Electric Fun Fly | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | Main Club Field | Don Furminger | 780-946-6773 | furnimflyrc@shaw.ca | Meridian Model Flyers 10th Annual Electric Fun Fly. Saturday August 9th, 10am to 4pm Kelly Field, Golf Course Rd, Stony Plain. Concession on site. \$2 registration fee. Contact Don Furminger 780-946-6773, furnimflyrc@shaw.ca | www.meridianmodelflyers.com | 2014-147

August 16 | Fun Fly | 1 Day | CRAMS Fun Fly | CALGARY RADIO AEROMODELLERS SOCIETY | Main Club Field | Alan Heikoop | 403-478-0736 | alanheikoop@hotmail.com | This is a one day event. A concession will be available. Several fun/fly events will be held for the enjoyment of all. Come out and help us have a great day. | www.crams.ca | 2014-326

August 23 | Fun Fly | 2 Days | Corn Roast 2014 | CAMROSE MODELERS ASSOCIATION | Main Club Field | Reg Blackwell | 780-679-7342 | blackwellreg@gmail.com | Camrose Modellers Assoc. would like to invite you to our annual Corn Roast. Celebrate the harvest with the Blackwell family at our field near Bawlf,AB. All types of Model Aircraft Welcome. Camping & Equipment charging available on site. Playground, hay rides & family fun. No concession. | <http://www.camrosemodellers.ca> | 2014-252

August 29 | Fun Fly | 4 Days | FALL FALLOUT PIG/CORN ROAST POTLUCK AND FUN FLY!! | ELK POINT REMOTE CONTROL FLYERS | ELK POINT | JODY LECOPOY | 7806451572 FALL FALL OUT PIG/CORN ROAST POTLUCK AND FUN FLY! Elk Point Remote Control Flyers welcomes you to join us at our Fall Fallout Fun Fly! No pilot registration fees and no camping fees!! You are welcome to bring a potluck dish to go along with our pig roast on the evening of Saturday the 30th.! Anyone is welcome to camp early and stay later. This is an excellent facility with R/C car track, and playground. We have a sheltered fire circle perfect for those with musical talents to display their skills. Fun for the whole family! | 2014-222

August 30 | Competition | 2 Days | Canadian F3A Nationals and Team Selection | STAMPEDE CITY RADIO CONTROL MODEL CLUB | Main Club Field | Chad Northeast | 403-835-6178 | chadnortheast@gmail.com | 2015 Canadian Pattern Nationals and Team Selection All MAAC classes will be flown for the National Champion in each class. FAI will fly both the P-15 and F-15 schedule, with the top three senior placing and top junior placing earning a spot on the 2015 F3A Team for the 2015 World Championships in Switzerland. Entry fee for MAAC classes and non-team trials participants is \$40, except Sportsman which is \$20. Team Trials participant entry fee is \$100, which includes the entry fee to the Nationals. Awards for Nationals and Team Trials placings through third place will be provided. A judge training session for FAI judges will be held Friday prior to the event, location TBD. All pilots are welcome to attend for information. A lot of space for camping/RV's (no services) is available at the field. Field will be open for practice up to the event, but will be shared with club members.



Calendar of Events

- See Pattern West iNews page for bulletins and further information. <http://members.shaw.com/patternwestnews/patternwestnews/Events.html> | www.scrmc.ca | 2014-340
- September 5 | Fun Fly | 3 Days | CRCHC ROTOR RODEO | CALGARY RC HELI CLUB | Main Club Field | Randy Audet | 4038274565 | randy.audet@helicalgary.com | <http://www.helicalgary.com/rotorrodeo/> Join us for a weekend of RC HELI madness The 1st Annual CRCHC ROTOR RODEO will be held September 5th-7th in Calgary, Alberta at the home field. Registration fee is \$15.00 per pilot. Hamburgers, smokies and drinks will be available for lunch Saturday and Sunday. Generators will be onsite providing power for charging. For more information please contact randy.audet@helicalgary.com | 2014-274
- September 6 | Fun Fly | 2 Days | Fall Float Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Rocky Barnstormers RC Club Float Fly (Perry Pond) | Peter Dyck | 403-845-6271 | pwdyck@relus.net | SAME AS ABOVE | 2014-23
- September 6 | Fun Fly | 1 Day | Windy West Float Fly | WINDY WEST R.C. CLUB | Park Lake North Boat Launch | Claude Latulippe | 403-345-3224 | cc.latulippe@yahoo.com | Windy West Float Fly/ 1 Day Event/ Contact Claude Latulippe/ cc.latulippe@yahoo.com/ 403-345-3224/ North West Boat Launch/ | www.windywest.com | 2014-168
- September 6 | Fun Fly | 1 Day | ERCS Electric Fun Fly | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | David Cossadden | 780-478-0650 | dnac@shaw.ca | Come on out to the ERCS field and have a great day of flying anything electric. We have a great flying site with on site power(110 AC) for charging. There will be a concession and prize draw. Anyone with a valid MAAC or AMA is welcome! | www.ercs.ab.ca | 2014-322
- September 14 | Fun Fly | 1 Day | 2014 Fall Combat | EDMONTON RADIO CONTROL SOCIETY | Main Club Field | Darrell Shivak | 7804557000 | dshivak@yahoo.ca | Come try Radio control combat! Hard hats(provided) must be worn beyond the spectators fence, MAAC insurance required. Do you have the skill to cut a streamer with a coroplast SPAD, balsa or other type of plane? Open design 0.46 ci engine MAX or 450 watts electric MAX goto <http://www.spadtothebone.org/plans.html> to see the type of planes used. | www.ercs.ab.ca | 2014-67
- September 19 | Fun Fly | 3 Days | T & T Fun Fly | EDMONTON R/C HELICOPTER ASSOCIATION | Main Club Field | Mark Richens | 780-919-6153 September 19,20,21" 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 | www.ercha.ca | 2014-255
- September 27 | Competition | 1 Day | Combat Flying | WINDY WEST R.C. CLUB | Main Club Field | Roger Oertli | 403-381-0207 | roglon96@hotmail.com | Combat Event/ 1 day event/ Windy West R/C Field/ 8 to 10 Combat Flights/Calgary Edmonton Medicine Hat Welcome/ Contact Roger Oertli/ 403-381-0207/ roglon96@hotmail.com | www.windywest.com | 2014-171
- October 4 | Fun Fly | 2 Days | Fall Fun Fly & Pot Luck | ROCKY BARNSTORMERS R/C CLUB | Main Club Field | Peter Dyck | 403-845-6271 | pwdyck@telus.net | As above | 2014-25
- October 4 | Fun Fly | 1 Day | Frirsty Fingers Fun Fly | WINDY WEST R.C. CLUB | Main Club Field | Ken Revak | 403-382-8902 | ken.revak@planetvastmesh.com | Windy West Frosty Fingers/Fun Fly/ 1 day event/contact/ Ken Revak/ 403-382-8902/ken.revak@planetvastmesh.com | www.windywest.com | 2014-172
- October 18 | Auction | 1 Day | Annual Auction | DIDSBURY R/C FUN FLYERS | Olds College | Roger Hall | 403-507-2404 | hallrd@telusplanet.net | Annual model airplane auction sponsored by the Didsbury R/C Fun Flyers. At Olds College Alumni Centre on October 18, 2014. Watch for signs along the route. Doors open at 10am, sale starts at 12:00 noon. Prizes and concession. Map & info on the club website www.DRCFF.NET or call Roger Hall at 403-507-2404 | www.drcff.net | 2014-72
- October 18 | Competition | 1 Day | CRAMS Fall Combat | CALGARY RADIO AEROMODELERS SOCIETY | Main Club Field | Paul Crowley | 403) 256-0514 | p.crowley@shaw.ca | Come join us for day of combat at the CRAMS main field. All engine size up to 0.46 welcome or 400W electrics. MAAC rules in place and all pilots must show valid MAAC membership. Hardhats mandatory for pilots and helpers. Bring your own or use club supplied. Event will start at 11:00 am and finish approximately 3:00 pm. GPS coordinates to the field are 51.146483, -113.574171. Contact Paul Crowley at p.crowley@shaw.ca for more information | www.crams.ca | 2014-96
- October 19 | Display | 1 Day | Alta./NWT Annual Zone Meeting | ALBERTA/NORTHWEST TERRITORIES ZONE | Red Deer, AB - CARFF | Don McGowan | 780-963-4586 | djstnpln@telus.net | All members are encouraged to attend the Annual Zone Meeting. If you cannot personally attend, please ensure that a proxy has been supplied to myself, or the zone member of your choice so that your voice may be heard at the meeting. An agenda of the meeting will be published prior to the event, but motions or subjects for discussion, may be accepted from the floor. MAAC is your organization and it is your ideas and efforts that make it grow and satisfy the needs of the members. Anyone wishing to add something to the meeting agenda is encouraged to contact me well ahead of time. Don't forget that coffee and doughnuts will be supplied, and a number of desirable door prizes will be won. Many thanks to CARFF for their continuing hospitality. | 2014-207
- January 1 | Fun Fly | 1 Day | Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Main Club Field | Peter Dyck | 403-845-6271 | pwdyck@telus.net | As above. | 2015-1
- ATLANTIC - B
- June 28 | Fun Fly | 1 Day | Warbird over the Atlantic | MINIATURE AIRCRAFT SOCIETY OF TRURO | Main Club Field | Bill Grundy | 902 843 6363 | bgrundy@eastlink.ca | This is the third annual Warbird event for the Atlantic Zone in Truro NS. As usual on Canada Day week end June 28 2014.Come on down and bring your warbird airplanes or helicopters. Free first burgers, hotdog and pop for the pilots.No registration fee. Rain Date June 29. The only criteria is that it has be an aircraft used by the armed forces with military colors.Come on down and enjoy the event. | <http://www.mast-rc.ca> | 2014-159
- July 5 | Fun Fly | 1 Day | HEFA GAMES DAY | HALIFAX ELECTRIC FLYERS | Main Club Field | Andrew Curran | 404-7763 HEFA will host a GAMES DAY event complete with noon BBQ at their Porters Lake Field on Saturday July 5th, 2014. Numerous games for fixed wing aircraft as well as helicopters and multi-copters are planned. Rain date will be Sunday July 6th, 2014 Open to all those with valid MAAC cards. Registration fee of \$5.00 | www.halifaxelectricflyers.com | 2014-51
- July 5 | Fun Fly | 2 Days | East Coast Helicopter Fun-Fly | AVON RC FLYER'S | Main Club Field | Colin Bell colin_bell3@hotmail.com | The Avon R/C Flyers club will be hosting the 3rd annual East Coast Helicopter fun-fly at their site in Windsor, NS. This year we will have more parking space available which should make it easier for those with RV's. The dates for this year's event are July 5th and 6th. Those who have RV's are welcome and encouraged to show up on the afternoon of the 4th. Last year there was not much participation in the contest portion of the event, so rather than hog up the center flight station for the better part of Saturday morning, I would like to run two very basic \just for fun\ contests throughout the day, at the near (left hand) flight station. The prizes for the winner of each contest will be minor, this will give everyone who signs up and fly's the opportunity to win the larger donations. We will have a drag race and an auto contest. Those who wish to take part can simply sign up on-site. We will have another night flying & fireworks demonstration on Saturday as well. We had an extremely successful event last year and I'm excited to have even bigger and better one this year! I look forward to seeing everyone out there. To per-register please send me an e-mail with your name and MAAC number. Registration fees will be collected on site. Those who per-register will have an entrance fee of \$15, while those who do not will be \$20. colin_bell3@hotmail.com. | www.avonflyers.ns.ca | 2014-145
- July 12 | Competition | 2 Days | Atlantic Scale Aerobatic Challenge | NORTHUMBERLAND RC MODELERS | Main Club Field | Chris Garrett | 506 434 0349 | cgarrett29@hotmail.com | I'm pleased to announce that the NORTHUMBERLAND RC MODELERS will be hosting this years two day Scale Aerobatic Challenge July 12 and 13 at their main club field in New Glasgow, Nova Scotia. All IMAC classes will be flown. Their will be a fee of \$20.00 to help cover costs. Their will be NO FEE for anyone who will be flying Basic. Please contact me with any questions. To help prepare please RSVP by Email with the class you will be flying. | <http://www.sinnis.ca/nrcm/joomla> | 2014-155
- July 19 | Fun Fly | 1 Day | HILLSBOROUGH

Calendar of Events



DAYS OPEN HOUSE | RIVERSIDE MODELING ASSOCIATION | Main Club Field | TERRY GAUVIN terry.gauvin@gtech.com | Come join us for the ANNUAL HILLSBOROUGH DAYS OPEN HOUSE fun fly in HILLSBOROUGH, NB. This event is held in conjunction with the annual Home Coming Days in Hillsborough. BBQ will be provided during the event. | 2014-144

July 19 | Fun Fly | 1 Day | Shearwater Fun Fly and Open House | SHEARWATER RADIO CONTROL FLYERS | Main Club Field | Marc Cayouette shearwaterrcflyers@gmail.com | On Sat 19 July (Sun 20 July weather backup) the Shearwater RC Flyers are hosting their 3rd annual Fun Fly and Open House at the Shearwater RC airfield (decommissioned 10,000 ft paved runway). There will be competition events, door prizes, and plenty of fun and open flying on Saturday. The Fun Fly is a one day event, but the field will also be open for regular flying on Friday evening and all-day Sunday and all attendees are welcome to stay and fly with us. The club field will be open for over-night camping on Friday as well as Saturday nights - \$5.00 registration for Saturday's Fun Fly event and no charge for camping (no hook ups). Canteen and BBQ available on Saturday. See the Shearwater RC Flyers Forum for directions and additional information, or contact Vic Ruzgys (Event Director) or Marc Cayouette (Contest Director) at shearwaterrcflyers@gmail.com | http://shearwaterflyers.probaords.com/ | 2014-261

July 26 | Fun Fly | 1 Day | 2nd Annual Open House and Fun-Fly | SOUTH WEST FLYERS | Main Club Field | Jim Gavel | 902-749-8913 | jimgavel@eastlink.ca | Plan on attending the 2nd Annual Open House and Fun-fly sponsored by the South West Flyers R/C Club of Yarmouth NS. The event is scheduled for Sat. July 26th at the club flying field, as published on the MAAC site, with a rain date of Sun. July 27th. Gate will open at 10:00am. This is an Open House to the general public and a Fun-Fly event for all current MAAC members. There will be a BBQ and drinks available throughout the day with some FUN competition as well as free flying all day. So mark your calendar and plan on coming down to help us celebrate our 2nd Annual Open House and Fun-Fly. | 2014-154

July 26 | Fun Fly | 1 Day | Avon Flyers annual fun-fly | AVON RC FLYER'S | Main Club Field | Alan Coolen | 902 852 2645 | coolen@eastlink.ca | The Avon RC Flyers are again hosting their annual fun-fly on July 26/14, rain date July 27/14. 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. | www.avonflyers.ns.ca | 2014-317

August 2 | Competition | 1 Day | Scale Aerobatic Contest IMAC | SOUTH SHORE RADIO CONTROL FLYING CLUB | none | Brandon Smith | 902-277-1125 | Brandon-d-smith@hotmail.com | The South Shore RC Flying Club are hosting a one day Scale Aerobatics Contest on August 2nd 2014. We are located in Blockhouse on Big Lots Road. All classes from Basic to Unlimited will be flown. Registration starts at 8:30 am. Registration fee is \$10.00 to help cover the cost. For more information contact Brandon

Smith, e-mail Brandon-d-smith@hotmail.com. | http://www.ssrcfc.ca | 2014-20

August 3 | Fun Fly | 1 Day | Annual Fun Fly | SOUTH SHORE RADIO CONTROL FLYING CLUB | none | Andreas Ritter | 902-275-2286 | aritter@eastlink.ca | South shore RC flying Club Annual Fun Fly. BBQ, refreshment and prices. Fly Gas, Nitro, Electric or Helicopters all welcome. | http://www.ssrcfc.ca | 2014-21

August 9 | Fun Fly | 1 Day | ASRCM Heli Fly | ATLANTIC SOCIETY OF R/C MODELERS | Main Club Field | Joe Miller | (902)236-2005 | jdmiller@live.ca | The Atlantic Society of Radio Control Modellers is happy to once again host our Heli Fly. We have had a great turnout in the past and look forward to seeing everyone again this year. Flying will start at 9:00am and there is no fee for this event. A free BBQ lunch will be provided. | http://www.asrcm.ns.ca | 2014-264

August 16 | Fun Fly | 1 Day | Helis East | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Main Club Field | Daniel Spencer | 902 692 9240 | flyerp39@gmail.com | Event details 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 GAMESV. The Games are intended to be fun - no practice required. We are planning on good weather, good food, and lots of prizes for 2014's event. We hope you will join us for a day of fun flying! Rain date is the 17th. | www.wingsofwellington.org | 2014-101

August 22 | Fun Fly | 3 Days | Eastern Canada Fun Fly | LES AILES DU MADAWASKA | Main Club Field | Paul Belzile | 506 739-5894 | paulbelzile@rogers.com | Le club Les Ailes du Madawaska tiendront leur magnifique "FUN-FLY de l'EST du Canada", les 22-23-24 Août à l'Aéroport Municipal d'Edmundston, un endroit de rêve pour une rencontre entre modélistes, Avions Jets, Hélicoptères tous sont les bienvenues. Vol libre le vendredi 22, Fun-Fly ouvert au publique les 23-24, 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. Cette année, la région débordera d'activité pour toute la famille puisque le Congrès mondial acadien 2014 .se tien du 8 au 24 août, (voir leur site au www.cma2014.com/â€Ž). L'aéroport est situé à la frontière Québec/Nouveau Brunswick sur l'autoroute #2 (Trans-Canadienne) Pour information : Paul Belzile 506 739-5894 paulbelzile@rogers.com ou Luc Belanger 506-735-6884 lucbelanger59@hotmail.ca www.lesailesdumadawaska.com . August 22-23-24 "Les Ailes du Madawaska" will be hosting the "Eastern Canada Fun Fly" on August 22-23-24 at the Edmundston municipal airport, the perfect meeting place for pilots, Airplanes, Jets, Helicopters are all welcome. Free flying on Friday 22, Fun-Fly open to the public August 23-24, 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. This year they will be plenty of activity for the whole family thank to the 2014 World Acadian Congress . August 8 to the 24. (Check out their web-site at www.cma2014.com/en). The airport is located on the Trans-Canada high-

way #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.lesailesdumadawaska.com | http://www.lesailesdumadawaska.com | 2014-97

August 30 | Competition | 1 Day | Scale Aerobatics Contest | AVON RC FLYER'S | Main Club Field | Alan Coolen | 902 852 2645 | coolen@eastlink.ca | The Avon Flyer's are hosting a one-day Scale Aerobatics Contest on August 30/14, rain date Aug 31/14. 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.mcinis@ns.sympatico.ca. | www.avonflyers.ns.ca | 2014-316

September 13 | Fun Fly | 1 Day | HEFA Annual Fun Fly | HALIFAX ELECTRIC FLYERS | Main Club Field | Andrew Curran | 404-7763 | The annual HEFA Fun Fly with noon BBQ will be held for the fourth time on Sept 13th, 2014 at the clubs Porters Lake Field. We hope to surpass the 2013 attendance of 32 this year so put us on your calendar of events. We will have a few games to bring some laughs. These games will involve both fixed wing aircraft, helis, and multicopters. As well, lots of good ole Fun Flying More details as the event draws closer. \$7.00 registration fee. Open to all with a valid MAAC card. | www.halifaxelectricflyers.com | 2014-52

September 13 | Fun Fly | 1 Day | ANNUAL CLUB CORN BOIL | RIVERSIDE MODELING ASSOCIATION | Main Club Field | Ian Gunn | 506-386-5872 | isgnn@yahoo.ca | Annual end of season corn boil event. BBQ will be up and running. Corn boil, fresh local corn will be at 3 P.M. Bring a plane, bring yourself and a hunger for corn. Rain date will be Sunday September 14, 2014. | 2014-143

October 4 | Fun Fly | 1 Day | Oktoberfest fun fly | WINGS OF WELLINGTON R/C AIRCRAFT CLUB | Main Club Field | Daniel Spencer | 902 692 9240 | flyerp39@gmail.com | Event Details 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 4th at 9.30am and the rain date is October 5th. 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! | www.wingsofwellington.org | 2014-102

BRITISH COLUMBIA - C

June 28 | Competition | 2 Days | KMAS Precision Aerobatics Contest | KAMLOOPS MODEL AIRPLANE SOCIETY | Main Club Field |



Calendar of Events

- Rob Dover | 250 554 6912 | rcdover@shaw.ca | KMAS Precision Aerobatics Contest All five classes to be flown, FAI Sat. P14 Sun. F14. Awards to third place. Registration fee of \$35.00, this includes water, morning coffee and muffins and lunch for the pilots. Some dry camping available, but limited space, so please let us know if your planning to camp at the field. Pot luck appy party Fri. night, BBQ's available for Sat. First time pilots fly free, sportsman can fly any legal MAAC plane. Please have your MAAC cards available. | <http://www.kmasrc.ca/> | 2014-239
- June 28 | Fun Fly | 2 Days | Summerland Flyers Fun Fly | SUMMERLAND FLYERS | Main Club Field | John Beaven | 250 494 1248 | jbeaven2@gmail.com | Summerland Flyers Funfly June 28/29th 2014 at our field in Summerland. Registration Saturday and Sunday mornings Lunch available Saturday and Sunday. Dry camping available for funfly participants Friday evening through Monday morning. For more info contact Joe D'Albertanson at 250 768 3384 -- joedalb@shaw.ca or John Beaven 250 494 1248-- jbeaven2@gmail.com | 2014-107
- July 5 | Fun Fly | 2 Days | High Country Flyers Summer Fun Fly | HIGH COUNTRY FLYERS | Main Club Field | Norm Bryson | 250-319-6742 | nhbryson@telus.net | 2014 High Country Flyers Summer Fun Fly. Two days of fun flying in the beautiful Interior of BC. Come early, stay late. On site dry camping, Saturday night pot luck, (bring your own meat for the BBQ). Well groomed grass runway, open skies, great time to enjoy with friends. Yet another year of flying granted to us at this one of a kind facility, don't miss out. | <http://highcountryflyers.homestead.com> | 2014-258
- July 12 | Fun Fly | 2 Days | Prince George Aeromodelers Jim Wickstrom Memorial Fun Fly | PRINCE GEORGE AEROMODELERS | Main Club Field | Olaf Starck | 250-960-9630 | astarck@shaw.ca | Prince George Aeromodelers are holding their annual Jim Wickstrom Memorial Fun Fly on the July 12, 13 weekend at the main field in Prince George, B.C. Details will be posted on the PGAM.ca website as the date nears. | <http://www.pgam.ca> | 2014-91
- July 13 | Competition | 1 Day | Ken Gregory Memorial ALES glider contest | PENTICTON MODEL AVIATION CLUB | Keogan Field OK Falls | Rod Moubray | 250-493-1254 | moubray@telus.net | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES Leauge rules apply. Event starts at 9:30 AM with a pilots briefing. | www.penmac.org | 2014-196
- July 18 | Competition | 3 Days | BC Scale Classic | VERNON R/C AEROMODELLERS | Main Club Field | Mike Allman | 250-558-0758 | mike.rc.allman@gmail.com | The Vernon R/C Aeromodelers Society will host the 10th. annual BC Scale Classic at our flying field just north of Swan Lake in Vernon, BC; July 18th. - 20th./2014. US Scale Masters Qualifier; \$35 entry fee per model/\$30 for NWSAM or USSMA members. Contestant fees include the Friday night BBQ \Hanger Party\; \$5 charge for family members & guests. An onsite concession may be available and a Pot Luck/Beef Dip dinner is planned for Saturday night - cost TBA. *Notification of participation & guest numbers is requested to aid with food planning and RV parking! US Scale Masters rules; 4-6 rounds planned, with 5 classes available for all levels of experience (ARF's permitted in the first 3): Pro-Am Sportsman, Pro-Am Pro, Advanced, Expert & Team. Five mandatory requirements: Take-off, Straight Flight Through, Figure 8, Landing & Realism of Flight; plus 5 optional (prototypical) maneuvers that you choose. Pilots choice award, Raffle, & daily 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 | <http://www.vrcas.org> | 2014-99
- July 26 | Fun Fly | 2 Days | 108 Mile Model Flyers | 108 Mile Regional Airport | John Code | 250 706 8305 | thecode-jc@gmail.com | Fun fly at the 108. July 26 & 27 this is the 6th annual fun fly at the 108 regional airport, hosted by the 100 Mile Model Flyers. Come fly of the paved runway. No landing fees. Registration at 8am pilots meeting at 9am, flying till?. All types of aircraft are welcome. Night flying, combat, sport, scale, 3D, Helis, something for everyone. There will be pilot draws and prizes. Notam posted for the weekend. Dry camping at event for the weekend, if coming early contact us for pre-event camping arrangements. Concession during day, bonfire at night. | 2014-228
- August 1 | Fun Fly | 4 Days | To-Sink-IT | BULKLEY VALLEY R/C FLYERS | Main Club Field | Dave Hopper | 250-692-3035 | davern@telus.net | To Sink It Float Fly at Dave Hoppers place on Burns Lake. Dry camping, good flying good friends plus a pot luck dinner Sat, come early stay late | <http://www.bulkleyvalleyrcflyers.com> | 2014-114
- August 2 | Fun Fly | 3 Days | SummerSmash 2014 | KELOWNA OGOPOGO RADIO CONTROLLERS | Main Club Field | Todd Bergstrom | 250-491-3613 | canuckhelifreak@gmail.com | Come join us for three hot days of RC Helicopter Fun in the Sunny Okanagan!! Great fun for all skill levels! Free dry camping available on request! Contact Todd @ canuckhelifreak@gmail.com for more info! | www.korc.ca | 2014-275
- August 9 | Fun Fly | 2 Days | High Country Big Bird | HIGH COUNTRY FLYERS | Main Club Field | Roly Worsfold | 250-374-4405 | rolydd@telus.net | Hosted by I.M.A.A. Chapters 540 and 563 Fraser Valley and Thompson-Okanagan Big Birds - British Columbia Early Flyers Welcome - No Landing Fees, Dry Camping, Fri. Social - Sat. night Pot Luck Barbecue (BBQ Roast Beef to be provided cost t.b.a.) 700'+ runway. Open Flying Area - Sorry - No 3-D Flying (after 4PM o.k.) Website: www.highcountryflyers.homestead.com | <http://www.highcountryflyers.homestead.com> | 2014-60
- August 10 | Competition | 1 Day | Ken Gregory Memorial ALES glider contest | PENTICTON MODEL AVIATION CLUB | Keogan Field OK Falls | Rod Moubray | 250-493-1254 | moubray@telus.net | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES Leauge rules apply. Event starts at 9:30 AM with a pilots briefing. | www.penmac.org | 2014-197
- August 17 | Fun Fly | 1 Day | Cam Reiss Memorial Float Fly | PENTICTON MODEL AVIATION CLUB | Pyramid Provincial Park | Rod Moubray | 250-493-1254 | moubray@telus.net | PENMAC (Penticton Model Airplane Club) invites all from near and far to enjoy some Okanagan sunshine at the beach! On Sunday, August 17th we will be hosting our annual Cam Reiss Memorial Float Fly at Pyramid Provincial Park located between Penticton and Summerland right on the main drag, Highway 97. Registration is free and all pilots are automatically entered into draws for many goodies. The fun starts at 0800 hours and continues until we quit. Stu and Faye will be working again to provide a fantastic lunch! All donations to offset the cost of the food are graciously accepted. We look forward to seeing y'all there. Details will be posted on our website at www.penmac.org. | www.penmac.org | 2014-134
- August 17 | Fun Fly | 1 Day | Fun Fly All Club Invitational | SHUSWAP LAKE AERO MODELERS | Main Club Field | Dennis Miller | 1-866-293-3851 | president@slams.ca | Sunday, August 17th. All Club Invitational Fun Fly 1 day Shuswap Lake Aero Modelers. Main Club Field Dennis Miller, 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 A.M. We will provide a lunch of hamburgers and hot dogs at noon. Make sure you bring a lawn chair, your hat and, of course, an airplane or two!! | <http://www.slams.ca> | 2014-330
- August 24 | Air Show/Demo | 1 Day | Fly-in pancake breakfast | BOUNDARY BARNSTORMERS RADIO CONTROLLED MODEL FLYING CLUB | Main Club Field | James Traynor | 2504425646 | jtetraynor@hotmail.com | COPA Flight 62 is hosting a pancake breakfast fly-in Aug 24/14 with a Meet & Greet pot luck the night before. If you are a Performing or Instructor Pilot and would like to show Grand Forks your skills then this is the event you should attend this year. Please contact me (James Traynor) @ 250-442-5646 jtetraynor@hotmail.com and I will slot you in on a time. The people of Grand Forks love to see R/C flying at our Airport. | 2014-175
- August 29 | Fun Fly | 3 Days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | Main Club Field | Greg Milne | 250-542-8132 | gdm-milne@shaw.ca | Larry Christensen Memorial Fun Fly August 29 to September 1 2014. RV Camping available (by donation)no camping prior to the 28th of August. Join us for 50/50 draws, raffle prizes food and fun. Contact Roger at tigercat@telus.net or Greg Milne at gdm-milne@shaw.ca | <http://www.vrcas.org> | 2014-201
- September 2 | Fun Fly | 6 Days | Shuswap Lake Aero Modelers Fall Classic | SHUSWAP LAKE AERO MODELERS | Shuswap Lake Sandy

Calendar of Events



Point Resort | Bruce McLellan | 250.675.5027 | mlellan@telus.net | Sept. 2nd Shuswap Lake Aero Modelers Fall Classic FloatFly/FunFly | 6days | Sandy Point Campground and Beach | Bruce McLellan | 2408 Mount Tuam Crescent, Sorrento, B.C.V0E-2W2 | 250.675.5027, fallclassic@slams.ca Event Details- Type: Fun Fly, Date: Sept.2, 2014, Start Time: 8:00 AM, Length: 6 days, Entry Fee:\$15.00, Site/field: Sandy Point Resort,GPS Co-ordinates:Lat. 50,43,44.3423, Long. -119,18,30.69. Address/Directions:Sandy Point Resort, 5 Km. West of Salmon Arm B.C.on TCH. Look for the Campground signs lakeside. The Shuswap Lake Aero Modelers (SLAM) invite you, once again, to beautiful Shuswap Lake, B.C. for the 18th Annual SLAM FALL CLASSIC. The event is one of the largest float events in the Pacific Northwest and hosts 90 to 100 pilots each year, and there is always room for you!! The fee to dip your floats in the water and share in all the fun is \$15.00. 2014 registration will begin Tuesday, Sept. 2, and the event will continue for 6 days, winding up about noon Sunday,Sept 7th when awards and prizes will be presented. A retrieval boat is available during the event as well as frequency control (where needed). Highlights include pilot's draws, 50/50, raffle with great prizes, pie sale, corn roast, night flying and more. There often is a concession on site.

RV and cabin reservations are available at Sandy Point Resort 250.832.3793. Sorry, dogs are NOT allowed. Super September weather is generally encountered but not guaranteed. Further information is available from Bruce McLellan, 250.675.5027 or Dennis Miller, 1.866.293.3851 or E-mail fallclassic@slams.ca | http://www.slams.ca | 2014-276

September 7 | Competition | 1 Day | Ken Gregory Memorial ALES glider contest | PENTICTON MODEL AVIATION CLUB | Keogan Field OK Falls | Rod Moubrey | 250-493-1254 | moubrey@telus.net | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES Leauge rules apply. Event starts at 9:30 AM with a pilots briefing. | www.penmac.org | 2014-198

September 10 | Fun Fly | 5 Days | New Denver Float Fly | WEST KOOTENAY MODEL CLUB | Centennial Campground | Jim Davis | 250-365-7695 | wkmc@shaw.ca | New Denver Float Fly hosted by the West Kootenay Model Club at the Centennial Campground New Denver BC. Contact Jim Davis 250-365-7695 or by email at wkmc@shaw.ca **Due to concerns from local residents please leave overly noisy

aircraft at home- Thanks** | 2014-314

October 5 | Competition | 1 Day | Ken Gregory Memorial ALES glider contest | PENTICTON MODEL AVIATION CLUB | Keogan Field OK Falls | Rod Moubrey | 250-493-1254 | moubrey@telus.net | Join us for the thrill of friendly competition with electric powered gliders. (ALES)Altitude Limited Electric Soaring (All gliders must be equipped with a CAMs altitude limiting device)in Keogan Park OK Falls. Standard ALES Leauge rules apply. Event starts at 9:30 AM with a pilots briefing. | www.penmac.org | 2014-199

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June 28 | Fun Fly | 4 Days | Warbirds over Gimli | INTERLAKE RADIO CONTROL MODEL CLUB | Main Club Field | Dan Fyfe fyfe@mtnet.net | Warbirds over Gimli Canada Day long weekend edition June 28th to July 1st 2014 Warbirds are encouraged, all sizes and types. Don't have a warbird, that's OK.... Bring what you have and get a taste for all the flying iron. We are offering great benefits: NO FOOD, NO PRIZES, NO IMPOUND, NO REGISTRATION, NO NAME TAGS, NO MUSIC, NO HASSLES, We DO offer a great time, worm burner passes, free camping, tents to diesel pushers(no hook up's), relaxing atmosphere and great stories around the fire at the end of the day. Remember it's BYOM, bring your own marshmallow's!!! Also don't forget the night flyer's, just because the sun goes down does not mean we do. No noise restrictions. If you think you might be offended being woken up by big gas warbirds at 6:00am then pack some earplugs. :) We also have two port-a-potty's including a wheelchair assessable one. Water tank with fresh water for filling RV water tanks, not potable. Plane storage in one of two shipping container's. Nice to not have to take her apart every night. Bring a little rope or straps and some foam (3' square) to protect the spinner, sometimes they have to go on there nose to fit them all in. The town of Gimli is only 5 minutes away and they have some great restaurants, grocery stores and the beach is wide and sandy. Fireworks are in Gimli as well for Canada Day as well as many other activities for the whole family. Pets, wives and families are welcome. :) Once again if you don't have a warbird, no problem. All types of planks and heli's are welcome. :) MAAC or AMA required. Come on out and enjoy some great flying and great friendships in a great setting. Gimli, the heart beat of Manitoba RC!!!! | https://www.facebook.com/groups/ircmc/ | 2014-203

July 5 | Fun Fly | 2 Days | Dryden Fun Fly | PATRICIA REGION AEROMODELERS INC. | Main Club Field | Bill Brisson bbrisson@drytel.net | The Patricia Region Aero Modelers will be hosting their 2014 Fun Fly July 5-6 at their field on Johnson Rd just west of Dryden. There is lots of room for on site camping, large pit area and as big a sky to fly in as anywhere! The burgers and smokies will be on the BBQ and we have ordered good weather this year, and Don, once again, has worked his magic to get some of the best prizes you'll find at a fun fly, so come fly with some of the NWO/Manitoba Zone's best pilots and enjoy our hospitality. There is a \$5.00 landing fee, but all take-off's are FREE! For more information you can email me at



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Calendar of Events

bbrisson@drytel.net or check out our face book group (Patricia Region Aero Modelers). See you there and Happy Landings! Bill Brisson, Sec/ Tres Patricia region Aero Modelers | www.patriciaaeromodellers.com | 2014-112

July 13 | Fun Fly | 1 Day | WHAM Fun Fly | WINNIPEG HEADINGLEY AERO MODELERS | Main Club Field | Tom Whitburn | 204-832-7880 | tswhitburn@shaw.ca | July 13th Winnipeg Headingley Aero Modelers (WHAM) Fun Fly. From 10 AM to 3 PM (electric non-EDF aircraft may start at 9 AM). Our new field is located 6 kms west of Oak Bluff, MB, on Hwy #2, then 1.6 kms north on PR 334 (road to Headingley), and features a 600ft x 34ft synthetic runway. Contact, if required, is Tom Whitburn at 204-832-7880 or tswhitburn@shaw.ca. Open to all current members of MAAC or AMA. Food, beverages, prizes, and a draw. \$5.00 landing fee. Our website is www.whamrc.org | 2014-184

July 19 | Fun Fly | 1 Day | R.R.I. FUN FLY | RAINY RIVER INTERNATIONALS | Main Club Field | BILL HAGARTY | 807-852-3251 | whagarty@aol.com | Once again the Members of the Rainy River Internationals invite one and all to our fun fly/fish fry held on the Saturday 19th of July 2014. This is a one day event but you are welcome to come early and stay as long as you want. There are no facilities so it is a dry camping at the field. There are motels in the area as well. There is water and dumping facilities in Rainy River one mile away. Please note that there is no gas station in Rainy River. The closes on is in Baudette Minnesota. And the proper documents are required to cross the border. If you have any questions please call me Bill Hagarty at 807-852-3251 or whagarty@aol.com | upaero.com/rainyriver.htm | 2014-312

August 9 | Fun Fly | 2 Days | Bonny Bay Float Fry | PATRICIA REGION AEROMODELERS INC. | float flying site | Bill Brisson bbrisson@drytel.net | The Patricia Region Aero Modelers and Bonny Bay Camp once again join forces to host the Bonny Bay Float Fly, Aug 9-10 2014 Float plane pilots from all across the zone will converge at the Bonny Bay camp for flying, visiting, and a great meal! The club (and the camp kitchen staff) would really appreciate those who plan to attend send an email and/or post it on the club Facebook group so we know how many to expect for the great camp supper on Saturday evening. The Bonny Bay Camp does have a few serviced and non-serviced camping spots available, but you must be sure to contact the camp early to insure a spot. The Bonny Bay Camp is located just minutes east of Dryden, just turn off of HWY 17 at the bonny bay road and watch for the signs! Here is a link to the camp for anyone interested in booking a camping spot... <http://www.bonnybay.com/> There will be a rescue boat on duty. food available from the camp staff, and fun for all, so bring a lawn chair, some sun screen and your MAAC card! Pilot Registration is \$5.00 and the camp supper is \$25.00/plate (\$10.00 for the kids) See you there! | www.patriciaaeromodellers.com | 2014-285

August 10 | Fun Fly | 7 Days | Gimli Model Fest - The 2014 Gathering | MANITOBA/NORTH-WESTERN ONTARIO ZONE | Interlake RC Model Club | Jeff Esslinger | 2046321366 |

jeff.esslinger@westernturbo.com | Gimli Model Fest Come enjoy a week of great family, fun and friends. Fly early, Fly late. Camping sites available, dry camping no services. follow us on facebook | 2014-158

August 23 | Fun Fly | 1 Day | Annual Fun Fly | DIAMOND ACES R/C FLYING CLUB | Main Club Field | Heather Hiebert Nestevair@net-scape.net | The diamond acers r/c club will be hosting there annual fun fly this Aug, 23rd. All are welcome to come join us for a fun afternoon of flying, competition, food and prizes. Bring out the whole family!). Pilot meeting starts at 10:30am <http://www.diamondaces.ca>

September 6 | Competition | 2 Days | WPCFP ANNUAL CONTEST | PERFECT CIRCLE FLYING CLUB | KILKONA PARK FLYING FIELD WINNIPEG | KEVIN LUSK | 204-338-3007 | toypilot@hotmail.com | September 6th & 7th, CONTROL LINE CONTEST 2 days. Hosted by Winnipeg Perfect Circle Flying Club (WPCFC.ORG) at Kilcona Park Field. Events: Stunt, Slow Rat Race, Speed Limit Combat, Balloon Bust & carrier. Contact: Kevin Lusk at 204-338-3007 or e-mail: toypilot@hotmail.com MAAC or AMA membership required | <http://www.mts.net/~henhouse/index.htm> | 2014-338

September 13 | Fun Fly | 2 Days | End of Summer Rendezvous | LAKE OF THE WOODS AEROMODELERS | Main Club Field | John Valenta | 807-468-4983 | valentakj@shaw.ca | You and your family are invited to two days of flying and great fun on September 13-14, 2014 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 | 2014-50

September 20 | Fun Fly | 2 Days | Warbirds over Gimli Fall Deployment | INTERLAKE RADIO CONTROL MODEL CLUB | Main Club Field | Dan Fyfe fyfe@mts.net | Warbirds over Gimli Fall Deployment September 20th and 21st 2014 Warbirds are encouraged, all sizes and types. Don't have a warbird, that's OK.... Bring what you have and get a taste for all the flying iron. We are offering great benefits: NO FOOD, NO PRIZES, NO IMPOUND, NO REGISTRATION, NO NAME TAGS, NO MUSIC, NO HAS-SLES, We DO offer a great time, worm burner passes, free camping, tents to diesel pushers (no hook up's), relaxing atmosphere and great stories around the fire at the end of the day. Remember it's BYOM, bring your own marshmallows!!! Also don't forget the night flyer's, just because the sun goes down does not mean we do. No noise restrictions. If you think you might be offended being woken up by big gas warbirds at 6:00am then pack some earplugs. :) We also have two port-a-potty's including a wheelchair assessable one. Water tank with fresh water for filling RV water tanks, not potable. Plane storage in one of two shipping container's. Nice to not have to take her apart every night. Bring a little rope or straps and some foam (3' square) to protect the spinner, sometimes they have to go on there nose to fit them all in. The town of Gimli is only 5 minutes away and they have

some great restaurants and grocery stores. Pets, wives and families are welcome. :) Once again if you don't have a warbird, no problem. All types of planks and heli's are welcome. :) MAAC or AMA required. Come on out and enjoy some great flying and great friendships in a great setting. Gimli, the heart beat of Manitoba RC!!!! | <https://www.facebook.com/groups/ircmc/> | 2014-204

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June 28 | Competition | 1 Day | Budd Wallace Memorial Thermal Duration Contest | SOUTH-ERN ONTARIO GLIDER GROUP | Main Club Field | Ann Tekatch | 905-575-5433 | tekatch@sympatico.ca | Southern Ontario Glider Group is hosting their Budd Wallace Memorial Contest on Saturday, June 28, 2014. The contest will be a thermal duration one for non-powered sailplanes with wingspans of 2 meters or less. Pilots' meeting will be 9:30 am and flying will commence by 10:00 am. Winches and hi-starts will be available. | <http://www.soggi.ca> | 2014-332

July 5 | Fun Fly | 2 Days | Springvale Skills Challenge | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS AEROTOW, Springvale Skills Challenge CMAS (Canadian Model Aerotow Society) hosts the Skills Challenge Aerotow at Springvale on July 5th & 6th, 2014. 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 for non CMAS Pilots. 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: Jim Eichenberg 905-849-9721 or email <jeichen@idirect.com> | www.aerotowontario.org | 2014-302

July 19 | Fun Fly | 1 Day | 2014 Summer Fun Fly | NIAGARA REGION MODEL FLYING CLUB INC. | Main Club Field | Sam Martyk | 905-646-0450 | smartyk2@cogeco.ca | 2014 SUMMER FUN-FLY SATURDAY, JULY 19TH 9:00 AM - 4:00 PM LANDING FEE \$10.00 Flyers must have MAAC or AMA CARD Games and Candy Drop Food and Beverages Available Guest flyer ALI MACHINCHY World Renowned Demonstration Pilot Hosted By The Niagara Region Model Flying Club Inc. | www.nrmfc.ca | 2014-273

July 19 | Fun Fly | 2 Days | Gerry Knight Memorial | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS AEROTOW, Gerry Knight Memorial CMAS (Canadian Model Aerotow Society) hosts the Gerry Knight Memorial Aerotow at Springvale on July 19th & 20th, 2014. Sailplane and Tug Pilots from near and far are invited to enjoy the open skies and 2000' runways which make Springvale a favorite with all who fly there. Spectators are welcome. MAAC or AMA Membership is required. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from

Calendar of Events



- 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 <colleydogge59@gmail.com> | www.aerotowontario.org | 2014-301
- July 20 | Fun Fly | 1 Day | CMAC Annual Fun Fly | CAMBRIDGE MODEL AERO CLUB INC | Main Club Field | Bill Woodward | 519 653 4251 | vivienwoodward@rogers.com | Sunday July 20, 2014. Come and join the Cambridge club members enjoy their annual fun fly. Food and prizes. Start time 10.30 am. at their Foreman Rd field. Rain date July 27. | http://cmaci.50webs.com | 2014-116
- July 26 | Air Show/Demo | 2 Days | Warbirds Over The Bay | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Main Club Field | Paul Chitty | 519-330-6611 | pchitty@bell.net | BRCM will once again be hosting 'Warbirds Over The Bay' at the Bayview Park Model Airport overlooking beautiful Burlington Bay. Flying will be from the clubs newly extended 400 x 30ft blacktop runway or if you prefer the same size grass runway alongside. There is camping available (no hook ups) but power and toilets are available at the field. There will be food available all week end. There is ample space for sun tents and lots of parking for both pilots and spectators. Raffles and pilot draws will be taking place through the week end plus noon time combat flying. Plus night flying with fireworks. Open Military flying from 9.00AM to 4PM Sat and 10.00am to 2.00pm Sunday at which time Pilot prizes will be awarded and Raffles drawn. Pilot Registration starts on Friday evening and from 8.30AM Sat and Sun Preregistration before July 1st is \$10.00 and \$15.00 on the week end. All military aircraft, any era, any size, Helicopters and Jets are welcome. Come for the week end, there are numerous Hotels and Restaurants within 10 mins of the field but camping will be the most fun. Come and join in the fun. Event major sponsors are MAAC and Skycraft Hobbies of Burlington. | www.brcm.org | 2014-13
- July 26 | Fun Fly | 1 Day | Simcoe Electric Fun Fly | SIMCOE RADIO CONTROL CLUB INC. | Main Club Field | Geff Waite | 519-428-1586 | gwaite@brant.net | SIMCOE ELECTRIC FUN FLY hosted by the Simcoe R/C Flying Club. Saturday July 26th - 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! Pilot Prizes, 50/50. No landing fee. Rain Date: Sunday July 27th. At our third 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. | 2014-128
- August 2 | Fun Fly | 2 Days | Garth Mitchell Memorial Float Fly | NIAGARA REGION MODEL FLYING CLUB INC. | Bieda's Man Made Lake | Peter Graham | 905-937-5577 | pgraham7@cogeco.ca | Please Come and enjoy two days of flying at a perfect Float Fly site at our 'Garth Mitchell Memorial Float Fly'. | www.nrmfc.ca | 2014-279
- August 9 | Fun Fly | 2 Days | Oakville Revival Aerotow | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS AEROTOW, Oakville Revival CMAS (Canadian Model Aerotow Society) hosts the Oakville Revival Aerotow at Springvale on Aug 9th - 10th, 2014. Following the loss of the South field at Oakville the highly successful Aerotow event has found a new venue. 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 for non CMAS Pilots. 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: Jim Eichenberg 905-849-9721 or email <jeichen@idirect.com> | www.aerotowontario.org | 2014-300
- August 16 | Fun Fly | 1 Day | Annual Vintage Fly-In | ROSE CITY MODEL FLYERS INC. | Main Club Field | Rob Rittner | 905-650-7022 | rittner7022@gmail.com | This is the Rose City Model Flyers 4th Annual 'Vintage Fun-Fly' at the Marshville Airpark. Beautiful farm country with clear skies to be filled with model aircraft representing the early days of flight. As 2014 marks the 100th Anniversary of the beginning of WW1, our theme for this year's event will be "Aviation of the Great War". We are encouraging pilots to bring their aircraft models that represent the WW1 years. Of course, pilots with models representing any Aircraft from the beginning of flight to 1939 are still welcome to participate. Remember, ONLY MODELS OF AN AIRCRAFT THAT ACTUALLY EXISTED FROM THIS TIME PERIOD WILL BE ALLOWED. We will also be holding an outdoor swap sale for anyone that wishes to sell or buy previously used equipment or models at a reasonable price. Bring your lawn chairs and sunscreen. BBQ and drinks available, door prizes and raffle. All MAAC and AMA members welcome to fly. There is limited camping space for 10 units. If you wish to camp Friday and / or Saturday night, please contact Bob Gunter at rgunter1@cogeco.ca or Andy Fakla at afakla@cogeco.ca. It is first come first serve, so please ensure there are spots available before attending with a tent or trailer. There are no electricity or water facilities on site. We may attempt some night flying on Saturday evening. Spectators are welcome to come out and watch this model air show of the early years of aviation. | www.rosecitymodelflyers.com | 2014-217
- August 16 | Nationals | 2 Days | 2014 MAAC Scale Aerobatics Nationals Lite | FLYING TIGERS RC CLUB | Main Club Field | Jim Daly | 416 709 8169 | jamesdaly@sympatico.ca | Aug 16/17, 2014" 2014 MAAC Scale Aerobatics Nationals Lite" SA/IMAC Competition" The Flying Tigers RC Club will be hosting the 2014 MAAC Scale Aerobatics NATS competition, current IMAC rules apply. This will be a Lite 2 Day NATS" August 16th and 17th, 2014 at 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. NO Freestyle will be flown. Unknowns flown in all classes except Basic. Awards to 3rd place in all classes. Event Fee: \$65.00, \$25.00 for Juniors (Under 18) (No Late Fees), payable by EMT/PayPal or Cheque up until June 30th, 2014. July 1st, 2014 and after fee is \$75.00. MAAC SA 2014 NATS Baseball Caps will be available on a pre-order basis @ \$25.00/each. Please pre-register at http://www.mini-iac.com/RegionsNA/North-Central/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. Pilot's Meeting 8:30 AM each day with flying starting promptly at 9:00 AM. Please ensure you have your airplane all assembled and fuelled up, ready to go by the pilot's meeting. Contestant judging so be prepared to help out judging, scribing or being a score sheet runner. CD Jim Daly jamesdaly@sympatico.ca. Visit http://www.flyingtigers.ca/SAcontest.htm for 2014 IMAC Sequences and current information on the event. | www.flyingtigers.ca/ | 2014-227
- August 23 | Fun Fly | 1 Day | Stoney Creek Hawks Fun Fly | STONEY CREEK HAWKS | Main Club Field | Peter Noel | 416 723 7078 | peter.noel@td.com | The Stoney Creek Hawks annual Fun Fly is on Saturday August 23rd, 2014. All are welcome. No entrance fee. BBQ lunch is provided. Must show current MAAC membership card to fly. Lots of prizes. Come and have a great time! | http://www.stoney-creekhawks.com/ | 2014-191
- August 23 | Fun Fly | 2 Days | Springvale Closer | CANADIAN MODEL AEROTOW SOCIETY | Main Club Field | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS AEROTOW, Springvale Closer. CMAS (Canadian Model Aerotow Society) hosts the Season Closer Aerotow at Springvale on August 23rd - 24th, 2014. 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 for non CMAS Pilots. 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: Manfred Eiberger (905) 844-0241 or email <m.eiberger@sympatico.ca> | www.aerotowontario.org | 2014-299
- August 31 | Competition | 1 Day | 25th Annual Big Bird Bash | SOUTHERN ONTARIO GLIDER GROUP | Main Club Field | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | The Southern Ontario Glider Group Inc. (SOGGI) will be hosting the 25th Annual Big Bird Bash on Sunday August 31st, 2014 (Rain Date Sept. 1st, 2014) at the Fletcher Road site.



Calendar of Events

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 with awards for first three places in each event 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 CD - Dick Colley (905) 296-4027. 101 Braehaid Ave., Waterdown, Ontario. L0R 2H5. Email <colleydogge59@gmail.com> | <http://www.soggi.ca> | 2014-298

September 6 | Fun Fly | 2 Days | KW Flying Dutchmen Scale Rally | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Main Club Field | Kevin King | 519-212-6767 | kevineking@live.ca | 45th Annual KW Flying Dutchmen Scale Rally Waterloo Rod & Gun Complex (Near St. Jacobs) September 6 & 7th, 2014 Saturday 9:00 a.m. - 5:00 p.m. Sunday 9:00 a.m. - 3:00 p.m. Friday night we welcome the pilots with a corn roast in the evening. Flying begins at 9 a.m. each day, after the pilots meeting, and continues until 5 p.m. on Saturday and 3 p.m. on Sunday. Saturday Night - Wine & Cheese 5-6 pm for pilots, Hamburgers & Hotdogs available after Wine and Cheese. There is also an 'Air Show' at 1:00 p.m. on both both days featuring aircraft from various eras, unique planes, helicopters, multi-engine aircraft and jets. Admission is \$7 per day for spectators, kids under 12 years \$1 per day. Pilots are Free!!! | www.kwflFlyingdutchmen.com | 2014-31

September 13 | Fun Fly | 1 Day | Fall Float Fly | NIAGARA REGION MODEL FLYING CLUB INC. | Bieda's Man Made Lake | Peter Graham | 905-937-5577 | pgraham@cogeco.ca | Come to out Fall Float Fly, last chance to get wet before you bolt on your skis! | www.nrmfc.ca | 2014-282

September 20 | Fun Fly | 2 Days | Royland Aerotow Season Closer | ROYLAND GLIDER FLYERS | Main Club Field | Jim Donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Aerotow Season Closer (Fergus) Sept. 20-21-2014 Two Day Event Well I guess that the season is almost over Hope everyone has had a good season of aerotowing This may be your last chance to come out to a great organized towing event this year. A great way to join all your friends to say goodbye to Summer This venue in September has in the past provided some of the best soaring of the year , with great thermals and terrific flight times, as well as spectacular Fall colors Open to all towable scale and semi scale gliders This may be the last chance this year for all the new novice pilots to gain some experience soaring since flight times in the Fall are usually longer and the air more stable Please come out and join us for a great outing Please bring your deck chair and your lunch All flying participants must have a valid MAAC membership All MAAC rules will apply See you there | 2014-185

NORTHERN - F

July 26 | Fun Fly | 1 Day | Funfly | TIMMINS GOLDEN HAWKS | Main Club Field | Scott Finucan | 705 268-1774 | scott.d.finucan@ontario.ca | The Golden Hawks are please to announce that the annual Funfly will take place on

July 26th, 2014 at the main flying field located at 2321 Goldmine Rd. The event is open to the public and we invite all members of MAAC to attend a fun day of flying with friends. MAAC membership is required to fly and all pilots are asked to register(\$10)either in advance of the event or during the day of the event. Food and refreshments will be available, and we are looking at hosting our first aerial combat demonstration. We look forward to seeing you there.If you require further information, please contact Scott Finucan, 705-268-1774 | www.timmins-goldenhawks.ca | 2014-173

August 2 | Competition | 2 Days | Northern Ontario IMAC Challenge-The NOIC"" | GREAT WHITE NORTH R.C. FLYERS | Main Club Field | Brendan Grace | 705 524-7731 | b.grace@persona.ca | Come to the 10th Annual NOIC (Northern Ontario IMAC Challenge) and be prepared for a great time! All classes plus freestyle and unknowns on Sunday. This is a special two day event that we hope will be our best yet and with the upcoming IMAC Worlds will be a great place for team members to hone their skills! Part of the proceeds will go towards funding of the Canadian IMAC Worlds team (\$30 for IMAC members and \$35 for non). Looking forward to seeing new and familiar faces at our fantastic flying site! | 2014-289

August 9 | Fun Fly | 1 Day | Zone Fly 2014 | CAMBRIAN R/C FLYERS | Main Club Field | Dave Ivory | 705 590 2539 | papa@persona.ca | Come out and join us for a day of great flying. Our road has been upgraded and the field is in great shape. All pilots welcome so bring your plane or heli and enjoy the day.Award of the zone trophy. Prizes, raffles, BBQ lunch and beverages. Limited seating so lawn chairs are recommended. Pilot registration starts at 9 a.m., \$12.00 Proof of current MAAC insurance is required. Rain date - Sun. July 6th | www.cambrianrcflyers.ca | 2014-209

OTTAWA VALLEY - G

June 28 | Fun Fly | 2 Days | Kingston R/C Modellers Annual Electric Fun Fly | KINGSTON R/C MODELLERS | Main Club Field | Martin Irvine | 613-389-5579 | irvine.martin@gmail.com | Come and join us for the 19th Annual Kingston R/C Modellers Electric Fun Fly. KRCM has a large well groomed field, a canteen, and lots of parking and basic camping as well as chem. toilets. Flying will start each day at 9am. \$10 a day or \$15 for the weekend. You can set up Friday afternoon if you wish. | www.krcm.org | 2014-288

July 5 | Competition | 2 Days | STETSONS IMAC Competition | STETSON FLYERS | Main Club Field | Gary Robertson | 613 746 4209 | garryr75@hotmail.com | Stetsons are pleased to host a full weekend of IMAC competitive aerobatics at the Stetson Field. Friday afternoon practice available. Please share the Friday skies with members. Pilots meeting 8:30AM Saturday and Sunday. First flights 9AM. Saturday evening dinner will be organized. The Stetson Canteen will be open for lunch both days. Limited camping onsite. Regrets, no hookups or power. Come join us for a great weekend! | www.stetsonflyers.com | 2014-35

July 12 | Fun Fly | 1 Day | Barry Forbes Open Annual Float Fly | RIDEAU VALLEY MODEL-

ERS | Barry Forbes Float Pond | Brian D. Reid | 613-269-2051 | skylane62@sympatico.ca | Come and fly off 17 acres of water. 1700 x 700 ft. with ample parking. This is the 3rd year for this event and the site is considerably improved over the first year.. It is strictly a fun fly. The facility will accommodate ¼ scale aircraft. There are no overnight facilities. There is a retrieval boat available for use. We are looking to expand the use of this facility to other MAAC members in the area. Come and find out how you can have full use of this facility throughout the summer flying months. For further information check our website www.rideauvalleymodelers.weebly.com for the latest information and directions to the site. Notice of cancellation due to weather will be posted on the site. | www.rideauvalleymodelers.weebly.com. | 2014-81

July 19 | Competition | 2 Days | Second Annual Scale Over Ottawa | STETSON FLYERS | Main Club Field | Simon (Goose) Nadler | 613 883-3367 | goose@goosesworld.com | info@scaleoverottawa.ca 2nd 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 19 is competition day where pilots will have an opportunity to fly in either Fun Scale or Sport Scale classes. Sunday July 20 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! Saturday Competition entry fee: \$15 Sunday Fun Fly entry fee: \$10 or free if pilots competed on the Saturday. <http://www.scaleoverottawa.ca> | www.stetsonflyers.com | 2014-43

July 23 | Fun Fly | 1 Day | 2nd Cornwall Aero Modellers Seniors Annual Fun Fly | CORNWALL AEROMODELLERS | Main Club Field | Merv Blizzard mervblizzard@gmail.com | Come and join the Cornwall Aero Modellers Seniors for their 2nd annual fun fly. This is mid-week event organized by the retirees of Cornwall Aero Modellers to enjoy a relaxed and fun day at the field with good friends and good food. | www.cornwallaeromodellers.ca | 2014-85

July 26 | Fun Fly | 1 Day | The Annual Pond Fun Fly | RIDEAU RC FLYERS | The Pond | Bill Nickel | 613-852-8811 | sltnpepr@rogers.com | Come Join Rideau Flyers at the Family Annual Pond Fun Fly. Food will be available. 2.4 only. | <http://www.rideauflyers.com> | 2014-66

August 2 | Fun Fly | 2 Days | OTTAWA VALLEY ZONE FUN FLY | OTTAWA VALLEY ZONE | Arnprior RCC | CHRIS MALCOMNSON | 613-206-3433 | CHRIS.MIREILLE@COGECO.CA | August 2 & 3, 2014 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 dinner. Make sure you bring your night flier. The Arnprior Radio Control Club will have a lunch time canteen on both days. Visit the Arnprior Radio Control Club

Calendar of Events



Website at <http://www.arccclub.com/> for directions. There will be three special raffle prizes this year. A flat screen TV, Samsung galaxy pad and one of the new Park zone Mosquitoes. 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 Tide Water float plane. Deadline for pre-registration is July 27th. Landing fee for the weekend - \$20 Saturday night Dinner tickets will be sold on the day if you plan to camp please indicate type of camping equipment. MAAC or AMA Membership is required Pre registration details coming soon | 2014-164

August 9 | Fun Fly | 1 Day | Cornwall Aero Modellers Annual Fun Fly | CORNWALL AEROMODELLERS | Main Club Field | Jack Dikland / Merv Blizzard mervblizzard@gmail.com | The Cornwall Aero Modellers Club is hosting it's annual Fun Fly on August 9th 2014. 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: Merv Blizzard: mervblizzard@gmail.com Jack Dikland: jdikland@gmail.com | www.cornwallaeromodellers.ca | 2014-86

August 16 | Fun Fly | 2 Days | 27th Annual Kingston IMAA Giant Rally | KINGSTON R/C MODELLERS | Main Club Field | Dave Penchuk dave.penchuk@sympatico.ca | August 16-17, 2014" 27th 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. 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> | www.krcm.org | 2014-44

August 23 | Fun Fly | 1 Day | Stetsons Heli Fun Fly | STETSON FLYERS | Main Club Field | Jim Denyer | 613 744 4574 | djdenyer@rogers.com | Come on over Heli Pilots! Bring all your rotary wing equipment out for a full day of fun at Stetson Field. Single and multi-rotor craft of all types are welcome. Hot-Dog it up, show off that new Scale job, and wow us with your platform capabilities! It's all fun! We hope to start something here that will grow to become an annual event, so help us reach that goal and support this. | www.stetsonflyers.com | 2014-38

September 6 | Fun Fly | 2 Days | IMAA Giant Scale Rally & Pig Roast | STETSON FLYERS | Main Club Field | Scott Clarke | 613 252

5908 | soclarke@rogers.com | Please join us again this year for a BIG weekend of IMAA Giant Scale fun featuring the very popular Roast Pig dinner on Saturday afternoon. MAAC or AMA is required and all aircraft must be IMAA legal. Flight line opens at 9am both days and a landing fee of \$10 will be charged. Stetson Canteen will be available. Camping is available onsite (no hookups). For more information please email Scott Clarke at giantscale@rcaviator.ca | www.stetsonflyers.com | 2014-37

September 6 | Fun Fly | 2 Days | Greater Ottawa Aero-Tow | 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 fifteenth annual aero-tow fun fly at the Arnprior RC field on 6 and 7 September 2014. 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. Spectators are also encouraged to drop by to chat, take some pictures or just hang out. Coffee, lunch, and plenty of water will be provided for a registration fee of \$10.00 and Saturday evening will feature a no-host dinner gathering - where more talking about flying (and other things) can take place. The Arnprior RC field is located a half-hour west of Ottawa, Ontario, Canada and features a 750 foot-long grass runway with plenty of surrounding bailout area. The field and the local tugs easily handle 6-meter sailplanes. For more information or directions, please contact Gudmund Thompson at 613-852-0648 or gudmund.thompson@gmail.com. | <http://www.arccclub.com> | 2014-87

September 27 | Competition | 1 Day | ORCC Fall ALES Contest | OTTAWA R/C CLUB | ORCC Glider Field | Aurele Alain | 6133019793 | aurele.alain@gmail.com | The Ottawa Remote Control Club will host a fall ALES Glider Contest at the ORCC Glider Field on Manotick Station Road. Note: Please keep in touch with the organizer as the field can close on short notice due to dry conditions. Registration is open at the following address: http://www.rcflightdeck.com/event_enterFinish.cfm?event_id=3144 | <http://www.ottawarccclub.ca/> | 2014-182

September 27 | Fun Fly | 2 Days | AppleFest FunFly | BRIGHTON R/C HAWKS | Main Club Field | John Ferguson | 613-391-3609 | fergie001@aol.com | Bright RC Hawks annual AppleFest FunFly September 27th & 28th at 160 County Road 64 Brighton, ON | www.brightonrchawks.com | 2014-305

[BC COASTAL - H](#)

July 5 | Fun Fly | 2 Days | 4th Annual Heli Fun Fly | SPECTRUM FLYERS | Main Club Field | Jack Michaan jackmail@shaw.ca | 4th Spectrum Flyers Heli Fun Fly - Saturday July 5th 2014. 9:00AM to Sundown By Invitation Only Electric, Nitro and Gas - Helicopters or Multi-rotors welcome. Food and refreshments available. No on-board cameras - sorry. Please be aware that this is a 2.4 GHz Spread Spectrum only field. NO EXCEPTIONS. If you want to fly bring suitable gear! - MAAC or AMA membership required. No card, no flying - Pilot sign up required but there is no transmitter impound.

- Generators welcome, but bring a long cord as generator space is located away from the pits.
- In case of rain we will postpone to Sunday July 6th 2014. I will email you early in the morning in case of a rain delay will be necessary | 2014-246

July 19 | Fun Fly | 1 Day | Mission Wings Annual RC Heli Fun Fly | MISSION WINGS MODEL FLYING CLUB | Main Club Field | Darren Wiens | 604-354-4471 | ve7nly@hotmail.com | It's BACK!!!! After a one year break, the Mission Wings RC Heli Fun Fly is back. Once again it will be a one day event only. Come one come all, if you enjoy flying RC helicopters, or if you enjoy watching them, come and check us out! Nitro, gas, and electrics all are welcome. 72MHz is welcome also but there will not be an impound so it's at your own risk. Pilots briefing will be at 8:30 am and flying starts at 9:00. | <http://www.missionwings.ca> | 2014-179

July 20 | Air Show/Demo | 1 Day | Pitt Meadows Airport Open House | PACIFIC AEROMODELLERS CLUB | Pitt Meadows Airport 18799 Airport Way Pitt Meadows B.C. V3Y 2B4 | Paul Bedford | 604 463 8271 | kiwipaul@telus.net | All control line flyers are asked to attend the Pitt Meadows Airport open house July 20th. Control line flying will be demonstrated from 10am to 4pm. The surface will be black top. All models will be welcome. Directions to the airport are.. From the west cross the Pitt river bridge. Travel to Harris Rd and turn right. Continue south to the roundabout and the sign reading Airport way. Turn right, follow your nose. From the east travel along the Lougheed Hwy to Harris Rd. Travel south to the roundabout and the sign reading Airport Way. Turn right and follow your nose. For more information contact kiwipaul@telus.net PH 604 463 8271 | <http://pac.memberlodge.org> | 2014-161

July 26 | Competition | 2 Days | Pattern in the Valley | SPECTRUM FLYERS | Main Club Field | Brant Gladstone | 604-560-0199 home 778-999-8071 cell | hapirocks@shaw.ca | Pattern in the Valley come fly and hang out with friends and family as well as great pilots and have fun. | 2014-139

July 26 | Competition | 1 Day | Joel Clarkston Memorial Scale Meet | RADIO CONTROL AERONAUTICS ASSOCIATION | Main Club Field | Gary Crossan | 250-941-4029 | garyrcguy@shaw.ca | The Comox Valley Radio Control Aeronautics Association will be hosting the 2014 Joel Clarkston Memorial Scale Event at their field in Merville B.C. on July 26 2014 (Sunday will be the alternate weather day). There will be "best of" in five categories, Builder Flyer Military, Builder Flyer Civilian, Team Military, Team Civilian, and ARF. All judging is by pilots choice with the Clarkston Trophy going to the overall winner. The field opens at 11:00am with pilot registration at 12:00pm and the event running until 6:00pm. A concession will be on site and some RV parking is available for the overnighters. Sorry no foams, 3D, or open flying until after 6:00 pm. | 2014-202

July 26 | Fun Fly | 2 Days | PDQ Flyers Helicopter Fun Fly | PARKSVILLE DISTRICT AND QUALICUM FLYERS | Main Club Field | Randy Champagne | 250-616-6360 | rc3d@



Calendar of Events

shaw.ca | PDQ Flyers Helicopter Fun Fly - July 26 & 27, 2014 @ PDQ Flyers field, Nanoose Vancouver Island, BC Two-day helicopter only fun fly event, all day Saturday-Sunday until 4PM Night flying on Saturday (electric only; airplanes welcome) Fun competitions Prizes BBQ dinner Saturday (\$10) Dry camping available on site (no campfires) \$20 pre-registration fee \$25 after July 1, 2014 To register email rc3d@shaw.ca | www.pdqflyers.com | 2014-257

August 3 | Fun Fly | 1 Day | Heli Fun Fly | FRASER VALLEY R/C FLYERS | Main Club Field | Rick Samuels | 6047020028 | rsamuels@telus.net | Bring your RC helicopter's to this Heli event, Electric, Fuel, everything is welcome. We have lots of camping space by the Fraser River. We will be cooking up a BBQ lunch for those hungry flyers. Visit our website at www.fvrcf.com for a map of the field and information about our club. | www.fvrcf.com | 2014-110

August 9 | Air Show/Demo | 2 Days | Victoria's Largest Little Airshow | VICTORIA RADIO CONTROL MODELERS | Main Club Field | Christopher M. Scholefield | Same as above | mmscho@shaw.ca | Victoria's Largest Little Airshow will be held on August 9th & 10th at Michell Airpark In Central Saanich BC on Vancouver Island. This is an airshow consisting of scale aircraft. If interested please be on site on Thursday 7th for plane inspections. This is a charity event to raise funds for two worthy charities. To date we have raised just over \$180,000.00 & we hope to hit over the \$200,000.00 mark this year. Come and join us and help us to achieve this. | www.vrcms.org | 2014-328

August 16 | Fun Fly | 1 Day | Missio Wings Fun Fly | MISSION WINGS MODEL FLYING CLUB | Main Club Field | Paul Bedford | 604 463 8271 | kiwipaul@telus.net | Mission Wings Model Flying Club will be having its annual fun fly August 16th. Pilots meeting 9.30 am. Flying starts 10.00am. Any and all aircraft and helicopters are welcome. No entry fee. Lots of prizes. Members may bring a guest. Lunch will be available and liquid refreshment all day. For further information contact Paul Bedford kiwipaul@telus.net Ph. 604 463 8271 | http://www.missionwings.ca | 2014-163

September 6 | Fun Fly | 2 Days | Fall Fun Fly | FRASER VALLEY R/C FLYERS | Main Club Field | Rick Samuels | 6047020028 | rsamuels@telus.net | Come join the fun with our annual Fall Fun Fly. Electric and fuel are welcome. We have lots of camping space by the Fraser River, and minutes away we have the club pond for some float flying. We will be cooking up a BBQ lunch for those hungry flyers. Visit our website at www.fvrcf.com for a map of the field and information about our club. | www.fvrcf.com | 2014-111

September 20 | Fun Fly | 1 Day | Cowichan Lake Float Fly | VICTORIA RADIO CONTROL MODELERS | Cowichan Lake Forest Research Station | Darren Gauthier | 1-250-477-1049 The Cowichan Float fly is back. Just for a day, bring a lunch and beverages will be provided.. | 2014-350 | www.vrcms.org

QUEBEC - I

June 28 | Competition | 2 Days | compétition imac québec 2014 | CLUB AIR MODELISTE | Main Club Field | Stéphane Corriveau | 418 843-1487 | ultimate3w@hotmail.com | Merci de vous inscrire à l'avance. Stephane et Chantal Welcome to the 5th edition of our contest Imac. Again this year. we are pleased to welcome you to our track. We expect many of you. The Inscription fee is \$ 40.00 and there will be spaces for those who want to camp on site. It will be possible to arrive on Friday for practice. It is also possible to stay at the hotel which is about 5 minutes. Here are the links: <http://www.hotel-bernières.qc.ca/index-fr.html> <http://st-nicolas.oiseliere.o2web.biz/> Thank you register in advance. Stephane and Chantal | www.club-modelistes.com | 2014-188

June 28 | Fun Fly | 2 Days | Festivole Fun Fly Annuel 2014 | CLUB D'AEROMODELISTE ST-EUGENE D'ARGENTENAY | Main Club Field | Marc Tremblay Vice-président ou (Edith Mailloux) | 418-239-0549 | clubst-eugene@hotmail.fr | Bienvenue à tous! Le Club Aéromodélisme de St-Eugène d'Argentenay, tiendra son Fun Fly annuel, le 28 et 29 juin 2014. Pour tout renseignement, veuillez communiquer au 418-239-0549. | 2014-266

July 12 | Competition | 2 Days | Compétition Imac Beauce 2014 | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | Club Phoenix | Daniel Laliberté | 418-957-8323 | daniel12@globetrotter.net | Bienvenue à notre première compétition Imac du club Phoenix à Saint-Georges-de-Beauce (Secteur Saint-Jean De-La-Lande). Nous avons un immense plaisir de vous accueillir à notre superbe piste d'aéromodéliste. Les frais d'inscription seront de 40\$ canadien par participant. Un endroit est disponible pour ceux qui voudraient faire du camping sans service sur place. Il sera possible d'arriver le vendredi pour pratiquer vos prouesses aériennes. Les catégories seront Basic, Sportsman, Intermediaire, Advanced et Unlimited. Des plaques seront remises en guise de trophée aux trois gagnants de chaque catégorie. Les compétitions commenceront à partir de 8 h en avant-midi. Les coordonnées géographiques de la piste sont Latitude: 46.031741 et Longitude: -70.705687. Merci de vous inscrire à l'avance Daniel et Yves | www.clubphoenix-beauce.com | 2014-212

August 23 | Fun Fly | 2 Days | Fun Fly 2014 | CLUB AEROMODELISME SAGUENAY INC | Main Club Field | Pierre Gagnon | 418-545-6107--418-815-6107 | pierre.gagnon38@videotron.ca | Le Club Aéromodélisme Saguenay Inc, tiendra son Fun Fly annuel, les 23 et 24 août 2014, à notre terrain de vol situé à St-Jean Vianney, près de Shipshaw, possibilité de camping sur place sans service, il est possible pour ceux qui le désirent d'arriver le vendredi. Il y aura un service de restauration durant les deux jours, ainsi qu'un vol de nuit le samedi soir et feu de camp. L'entrée est gratuite, bienvenue à tous, vous pouvez obtenir l'adresse exacte sur notre site web, au aeromodelismesaguenay.com. Pour information supplémentaire, contactez Roger Martel, 418-671-4462 Pierre Gagnon, 418-545-6107 418-815-6107 | www.aeromodelismesaguenay.com | 2014-318

September 1 | Fun Fly | 2 Days | Fun fly | CLUB

D'AVIONS MINIATURES LES PHOENIX INC. | Club phoenix | Frederic therien frederic.kennebec@hotmail.ca | Venez participer en grand nombre à notre fun fly annuelle à la fâate du travail. On attend une centaines de pilote. Venez essayer notre nouvelle piste de buggy téléguidé électrique. *****C'est la fin de semaine de la fâate du travail ***** | 2014-344 | www.clubphoenixbeauce.com

ST. LAWRENCE - J

June 27 | Fun Fly | 3 Days | Fun Fly Club CRASH 2014 | CLUB DE RADIO-COMMANDE AERONAUTIQUE SPECIALISE EN HELICOPTERES | Club CRASH | Francois Gelinas francoisgelinas@clubcrash.ca | Le club CRASH tiendras encore une fois cet année un Fun Fly de classe mondial, des Pilotes invités pour faire des démonstrations 3D et d'adresse, Nick Maxwell, Colin Bell, Matt Botos, Jess Kavross. \$35.00 pour inscription des pilotes incluant l'accès aux 3 jours, souper du samedi soir et l'ambiance avec le CRASH Band ! Inscription en ligne @ www.clubcrash.ca/ff2014.html | www.keswickmac.ca | 2014-220

July 1 | Display | 1 Day | Cote St Luc Canada Day | ST LAWRENCE ZONE | Park Pierre Elliot Trudeau, Cote St Luc, QC | STEVE WOLOZ | 514 944 8241 | S.WOLOZ@GMAIL.COM | On behalf of the St. Lawrence zone, I am pleased to inform you and invite you to •Exhibit your beautiful, fascinating and intriguing models •Fly small electrics : Fixed Wing ; Helicopter; Quadcopters : solo and possible with buddy box to encourage newcomers •Power up and taxi : gas, jet turbine; scale models •Enjoy the family festivities at PARK PIERRE ELIOT TRUDEAU on TUESDAY, JULY 1 .2014 Notes of Importance : •We will have a special secure area with tables and electricity to display models •A secured roped off area to fly the models •A megaphone to announce the flying manoeuvres •MAAC will be supplying complimentary T- Shirts and hats to all exhibitors and pilots PLEASE CONTACT STEVE WOLOZ TO CONFIRM YOUR DESIRE TO PARTICIPATE : 514 944 8241 S.WOLOZ@GMAIL.COM | 2014-153

July 19 | Fun Fly | 2 Days | FUN FLY AMICAL 2014 au CARC LANAUDIÈRE de ST-LIGUORI | CARC LANAUDIÈRE | Main Club Field | Pierre Morel | 450 760-9828 | aeropm@videotron.ca | FUN FLY AMICAL 2014 au CARC LANAUDIÈRE de ST-LIGUORI Le CARC Lanaudière organise un Fun Fly Amical qui aura lieu les 19 & 20 Juillet 2014 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 <http://www.carclanaudiere.com> | 2014-248

August 2 | Fun Fly | 2 Days | Festival aérien | CLUB AEROMODELES ASBESTOS | Main Club Field | Serge Auger | 819 878-3253 | info@clubaeromodelesasbestos.com | Le Club Aéromodèles Asbestos organise son festival aérien les 2 et 3 août. Un service de restauration sera sur place durant la journée. Vous

Calendar of Events



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 et vos avions lumineux, car il y aura des vols de nuit. Pour indication routière, consulter notre site internet: <http://www.clubaeromodelasbes-tos.com> Pour information s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2014-105

August 9 | Competition | 2 Days | Amidaïr IMAC 2014 | CLUB AMIDAÏR INC | Main Club Field | Guglielmo Teoli | 514-942-3923 | elmo@infotsr.com | Club Amidaïr welcomes all pilotes to an IMAC competition on Saturday August 9 and Sunday August 10 2014. - Awards to top three in each class will be given including Freestyle if flown. - Lunch and supper details TBA shortly. - COST: \$40 8:00 AM inscription 8:30 Pilot meeting 9:00 Fly Freestyle / Demo Flights Flown if Weather Permits TBA | www.amidaïr-rc.com | 2014-294

August 9 | Fun Fly | 2 Days | Club mars Funfly 2014 | CLUB AEROMODELISME MARS INC. | Main Club Field | Robert Rivest | 450 492 8789 | robertrivest@hotmail.com | Fun Fly Club Mars 2014 | <http://clubmars.org> | 2014-321

September 13 | Air Show/Demo | 2 Days | Fun Fly 2014 | AIR CALM INC. | Main Club Field | Claude Mathieu | 450.432.5455 Le Club Air Calm de Lachute vous invite à son Fun-Fly 2014 qui se tiendra au terrain du club, rue de L'Aéroparc, les 13 et 14 septembre prochain. Aucun frais d'inscription. Piste asphaltée de 600' X 30' Piste gazon de 600' X 30' Camping sur le terrain sans services. Vol Libre. Information: Claude Mathieu 450.432.5455 claudemathieu@videotron.ca | www.clubaircalm.org | 2014-295

SASKATCHEWAN - K

June 27 | Fun Fly | 3 Days | Fun Fly K | July 6 | Fun Fly | 2 Days | Giant Scale weekend | SWIFT WINGS RC FLYING CLUB INC | Main Club Field | Same as above | As above | glen.c@sasktel.net | Swift Wings welcomes you to 2 days of fun flying with your big bird Rules monoplanes 80 in or large JET 140 IN comb length and span Connession open both days Ample Dry land camping on field charging power available. sanitary facilities on site MAAC member card must be shown at registration pilot meeting will be call | www.smms.ca/swiftwings | 2014-214

July 26 | Fun Fly | 2 Days | Sask provincial fun-fly 2014 | SWIFT WINGS RC FLYING CLUB INC | Main Club Field | Glen Chase | 306 773 3027 | glen.c@sasktel.net | Swift Wing Invites All Flyers To Saskatchewan Provincial Fun Fly! All sizes and types of aircraft are welcome You must show your MAAC card at registration Pilots meeting will be held just before flite time Safety inspections will be done Concession will be open both days Sanitary Facilities on site Ample Dryland camping available Landing fee \$ 15.00 includes noon lunch. Registration amd flying start 9.00am To get here take #4 hwy 10KM north from swift current then Skline Rd. west for 4 KM you will find the field on the left

side Big sign cant miss More info Contact Glen Chase 306 773 3027 E mail glen.c@sasktel.net cell 306 774 3442 | www.smms.ca/swiftwings | 2014-218

August 23 | Competition | 2 Days | CPPRA Pylon Race (Q500 & Q40) | HUB CITY RADIO CONTROL CLUB INC | Main Club Field | Jeff Martin sherjeff@sasktel.net | CPPRA Pylon Race Aug 23rd/24th, 2014 HCRCC club field Saskatoon, SK Q500 AMA 426 racing Saturday Q40 AMA 422 racing Sunday \$50 per event entry fee | www.hcrcc.org | 2014-291

SOUTH EAST - L

June 28 | Competition | 2 Days | IMAC Contest | Keswick Model Aircraft Club | Main Club Field | Paul Fowler | (905) 252-5615 | lkgcustom@gmail.com | The Keswick field is located on the East side of Varney Rd, at the North end of Keswick. Take Woodbine Avenue north to Boyers Side Road. Turn West on Boyers to Varney Road. Turn North on Varney Road, We are located behind the Keswick Cemetary, on the east side. We have access to an adjacent property to Camping, and limited access to power will be available. Sorry, no hookups. I will post a thread on RCCanada, and will add information regarding local accomodations in the surrounding area. The field will be available Friday afternoon for practice. BBQ lunches will be available Saturday & Sunday, come on out and have a great time with us! | www.keswickmac.ca | 2014-219

June 28 | Competition | 2 Days | Gord Silver Memorial Precision Aerobatics Contest | NORTH-UMBERLAND ELECTRIC AVIATORS | Main Club Field | Harry Ells | 905-342-2128 | harryells@gmail.com | 7th Annual Gord Silver Memorial Precision Aerobatic Contest June 28th and 29th, 2014 Port Hope (New Location) Ontario All MAAC Precision Aerobatic classes and FAI P15 & F15 will be flown. Awards will be presented to third place. Aircraft will not be weighed. Any MAAC legal electric powered model may be flown in Sportsman Class. Please note: The local club rule permitting ELECTRIC AIRCRAFT ONLY will be in effect. Fee: \$40.00 includes the Saturday night BBQ and lunch both days. Registration: To register, please phone or email pre-registration information, including: Name Class Frequency MAAC/AMA Number Email address to: Harry Ells (905) 342-2128 harryells@gmail.com Site Registration from 9:00 am to 9:30 am. Flying starts Saturday and Sunday at 10:00 | 2014-286

July 12 | Fun Fly | 1 Day | Orillia Aero Modeler's Annual Fun Fly | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | Main Club Field | Mark Wandel | 705-327-3158 | mark.wandel@sympatico.ca | Orillia Aero Modelers Annual Fun Fly. Bring your family and favourite aircraft for a day of fun and flying! Gas, glow, and electric aircraft welcome. There will be a noon time show with some interesting aircraft! Food and refreshments will be available. Date: Saturday July 12 (rain date July 13th). Time: 10:00am-4:00pm. | <http://www.6thdivisionflyers.com/> | 2014-150

July 19 | Fun Fly | 1 Day | OMFC Summer Fun Fly | OAKVILLE MFC INC. | Main Club Field | Terry Sears | (905)-844 4048 | searst7281@gmail.com | Turn West off Trafal-

gar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. The parking area is located at our flying field. Event details All Oakville Milton Flying Club members and family are invited to come out to our main flying field. When: July 19, 2014. Where: Main Club North Field From: 9:30am to 3:00pm. This is your event, so come on out and support your club. Bring your favourite aircraft. All types of models are welcome. Enjoy a great day of flying and fun with your friends and fellow club members. Weather permitting. Food and Drinks will be available. Draw prizes for lucky fliers. See you there. | www.omfc.org | 2014-55

July 26 | Competition | 2 Days | 2014 Oakville Milton Precision Aerobatic Contest | OAKVILLE MFC INC. | Main Club Field | Jim Eichenberg | (905)-849-9721 | jeichen@idirect.com | Event Address/Directions Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. The parking area is located at our club flying field. Event details 2014 Oakville Milton Precision Aerobatic Contest Hosted by the Oakville Milton Flying Club July 26th and 27th 2014. 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. Check with the C.D. if you wish to camp. | www.omfc.org | 2014-56

August 4 | Fun Fly | 1 Day | WAM Flyboy Fun-fly-Great War 100th Anniversary Tribute Day | WHITBY AERO MODELLERS | Main Club Field | Same | 905-706-3616 | ken1098@rogers.com | A dedicated WWI Fun Fly format day at the WAM Club field just west of Brooklin Ontario. No strict rules, just a casual day for Great War R/C Aeroplane Pilots to gather on the 100th Anniversary of the start of 'The War to end all Wars' and show their passion for this era. \$5 per pilot fee with proceeds going to Veterans support. BBQ and drinks available at reasonable prices. Trophies for: Best Allied Plane Best Central Powers Plane Best Piloting each 'side' 'Bloody April' casualty | <http://www.whitbyaeromodelers.com> | 2014-319

August 16 | Fun Fly | 1 Day | Corn Cob Float Fly | BEETON RC FLYERS | The club pond | Bill Turkington | 705 300-4176 | tspitfireman@primus.ca | Beeton R/C Flyers are hosting their Annual Corn Cob Float Fly at the club pond, on Saturday August 16th 2014. Pilot registration from 6am on, splash down fee \$10. Come and enjoy flying at our very picturesque location. Food concession and draws for prizes, supplied by our many generous sponsors. For more information please visit the club website www.beetonrcflyers.org or call Bill at 705 300-4176, or Rick at 647 932-4018. | <http://www.beetonrcflyers.org> | 2014-223

August 30 | Competition | 2 Days | 9th Annual



Calendar of Events

Precision Aerobatics Competition | KAWAR-THA LAKES RADIO CONTROL FLYING CLUB INC | Main Club Field | Harry Ells | 905-342-2128 | harryells@gmail.com | "All MAAC Precision Aerobatics classes and FAI P15 & F15 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. | Registration fee \$30.00 Please phone or email pre-registration information including: Name Class Frequency MAAC / AMA # Email Phone: 905-342-2128 E-mail: harryells@gmail.com Registration 8:30 AM to 9:00 AM Flying Starts: Saturday 9:30 AM Sunday 9:00 AM | <http://www.kawarthaflyers.com> | 2014-240

September 13 | Fun Fly | 1 Day | Long Sault Flyers 12th Annual Scale Rally | LONG SAULT FLYERS | Main Club Field | Roger Langley | 905-623-9308 | roger_val@sympatico.ca | LONG SAULT FLYERS TWELFTH ANNUAL SCALE RALLY Saturday, September 13, 2014 at 9:00am (Rain date - September 14) Join us at Long Sault Conservation Area on Woodley Road, north off Durham Reg. Rd. 20, between Reg. Rd. 57 and Mosport Raceway (north of Bowmanville) Scale and stand-off scale airplanes encouraged, but all flight-tested RC airplanes are welcome, scaled or not. Bring the family along for a fun-filled day of non-competitive flying, food and prizes!!! \$10 entry fee - current MAAC or AMA membership required to fly (membership card MUST be shown) Lunch available at the field at noon. Spectators welcome! For more information, please contact: Roger Langley at 905-623-9308, or visit our website at www.lsflyers.com | <http://www.lsflyers.com> | 2014-230

September 27 | Competition | 2 Days | Balsa Beavers 57th Anniversary Event | Balsa Beavers MFC INC. | Main Club Field | Chris Brownhill | 416-255-1289 | cbrownhill@sympatico.ca | September 27,28 2014 Balsa Beavers 57th Anniversary Event Centennial Park Flying Circles, Centennial Park, Etobicoke Starting time: 9:00AM Saturday's Events: Old Time Stunt, FAI Combat (F2D), and Fun Fly Sunday's Events: 100 Mile Sport Race Marathon Event fees: \$ 10.00 for Old Time Stunt \$ 20.00 for FAI Combat & Marathon Contact: Chris Brownhill Telephone: 416-255-1289 email: cbrownhill@sympatico.ca Club website: www.balsabeavers.com 2014-136

SOUTH WEST - M

June 28 | Competition | 2 Days | The Bean Field Gran Prix | THE BEAN FIELD FLYERS | Main Club Field | Brad LaPointe | 519-358-5436 Our annual Bean Field Flyers club contest . Saturday June 28th we fly 80 MPH slow combat and LA .25 sport race .After the competition the The Bean Field BBQ takes place after . Sunday the events are F2D combat ,Profile stunt and F2B Stunt . The event is held outside Dresden at our club field . For more information and directions go to www.balsabeavers.com | 2014-242

June 28 | Fun Fly | 1 Day | Otterville Barnstorming | OTTERVILLE RADIO CONTROL FLYING CLUB INC. | Main Club Field | Jamie Fleming | 15194242351 | j4242351@oxford.net | Win \$400.00 Dollars by being the first

fixed wing airplane to fly through the Barn. Cold Drink, Hot dog, and hamburgs on site | 2014-98

July 6 | Fun Fly | 1 Day | Mac Rowe Memorial Fun Fly | WOODSTOCK RADIO CONTROL FLYING CLUB | Main Club Field | Dominic Scalisi | 519-537-2539 | scalisi@rogers.com | Mac Rowe Memorial Fun Fly, Woodstock RC FC. Sunday, July 6, 2014 from 10am to 3pm, CL #4. GPS: 43.18118 -80.69588. At \THE PINES\ 1.6 Km East of CR #4. FREE for Pilots and Spectators. All types of RC aircraft welcome. MAAC insurance required to FLY. For more info call Matt Lynes at 519-539-8017 or goto www.woodstockrcflyingclub.ca | www.woodstockrcflyingclub.ca | 2014-117

July 12 | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | Main Club Field | Stuart Schroeder | 519-344-1253 | stuart.schroeder@distributel.net | Saturday July 12, 2014- 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, no fees, lots of visitors. 450 ft x 400 ft grass flying field. Flying 9 am to 4 pm. Rain Date: Sunday July 13th. Contact: Stuart Schroeder 519-236-4243 | <http://www.xcelco.on.ca/~rcflsf/maac/> | 2014-126

July 18 | Air Show/Demo | 3 Days | Warbirds and Classics Over Chatham | CHATHAM AERONAUTS | Chatham Kent Municipal Airport | Cliff Russell | 5193526108 | rcman@bell.net | The Chatham Aeronauts wish to announce that our annual Scale Fly-in Warbirds and Classics over Chatham. The event will be held July 18, 19, 20, 2014 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 \$15.00 preregistered before July 1, 2013, and \$20.00 at the event. Go to www.chathamaeronauts.com to pre register, Payment by Pay Pal or cheque is available. This years Saturday night get together location has not been determined yet. Please visit our web site for updates | www.chathamaeronauts.com | 2014-100

July 25 | Fun Fly | 3 Days | Wingham Jet Rally | WINGHAM JET CLUB | Main Club Field | Blair Howkins | 416-432-3871 | blairhowkins@atwork.ca | This event welcomes model jet enthusiasts locally, from across Canada and internationally . Spectators are welcome on Saturday and Sunday. On Saturday there is also a classic car display. Camping on the airport is available. There is a session for food on Saturday and Sunday. Pilots and friends/family are provided a Saturday night banquet included in pilot registration additional dinner tickets are \$15/ea. Pilot registration is \$50. During the event there is a raffle of great Hobby stuff donated by sponsors and a 50/50 draw. There is noon time airshow on Saturday and Sunday. The flight line is open to the public at 2 pm on Saturday and Sunday. Friday is test day for models that are to be flown on Sat and Sun. | 2014-19

August 2 | Air Show/Demo | 1 Day | 37th Annual Memorial Scale Rally | BLUEWATER R/C FLYERS | Main Club Field | Jason Spence | 226 402 0458 | smoke-on@live.ca | The

Bluewater RC Flyers will once again be hosting the 37th Annual 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 accommodate 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. Pilot registration is free but there will be a \$5.00 a car parking for spectators. We are also collecting non perishable food items for our local food bank. Please contact Jay Spence for further information at smoke-on@live.ca | www.bluewatercrrflyers.info | 2014-48

August 9 | Fun Fly | 2 Days | Open House, Fun Fly | SUN PARLOR R/C INC. | Main Club Field | Bill Green | 519 945 4558 | wgreen000@hotmail.com | Sun Parlor R/C flyers are hosting our annual Open house/Fun fly at the tower field. Aug 9-10 2014. This is the event where we showcase our hobby to the general public. Two days of fun flying with a noon time airshow each day. Candy drop and glider contest for all the kids. All MAAC/AMA members welcome. Contact Bill Green wgreen000@hotmail.com | <http://www.sunparlorflyers.ca> | 2014-245

August 9 | Fun Fly | 1 Day | Parkhill Conservation Lake float fly | STRATHROY FLYING FARMERS R/C | Parkhill Conservation Lake | Howard Johnston | 519- 657- 2499 | hjohnston@rogers.com | Parkhill Conservation Lake Float Fly August 9th,2014 from 9:00am to 3:00pm sponsored by the Strathroy Flying Farmers. Signs directing flyers to the site will be posted on Highway #81 north side of Parkhill. \$7. landing fee for flyers, and there will be refreshments and food available on site. Plenty of room for parking and set up of sun shades. Weather conditions for the event will be posted on the Stratheoy Flying Farmers facebook page the morning of the float fly. Additional info contact Howard Johnston @ 519-657-2499 | strathroyflyingfarmers.ca | 2014-333

August 15 | Fun Fly | 3 Days | Sky Harbour RC Air Show | SKY HARBOUR MODELERS | Goderich Airport | Jeff Squire | 519-524-5241 | skyharbourrc@gmail.com | Sky Harbour Modelers are hosting a Model Air Show 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 and 45 pilots attended in 2013. Friday August 15th is a setup and test flight day. The model airshow and fun fly will take place on Saturday August 16th from 9am till 5pm and Sunday August 17th from 9am till 3pm. Mostly open flying times except for air show 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. Overnight hangar storage available. Bring proof of valid MAAC. \$25 pilot entry fee for weekend - includes a free hot lunch for first 30 pilots to register for the weekend. \$15 entry fee for Sunday only. Contact Jeff Squire at skyharbourrc@gmail.com or 519-524-5241 for more info and to register. | <http://www.skyharbourrc.com>

Calendar of Events



www.hurontel.on.ca/~skyharbour | 2014-47

August 23 | Competition | 2 Days | Southern Ontario Control Line Championships | THE BEAN FIELD FLYERS | Main Club Field | Brad LaPointe | 519-358-5436 The Balsa Beavers and Bean Field Flyers welcome everyone to the Southern Ontario Control line Championships . Events on Saturday August 23rd include 80 MPH slow combat ,LA .25 sport race ,Jim Walker ,old time stunt ,sport ,fun and profile scale . Sunday F2D combat ,profile stunt and F2B stunt will be flown . Please see the event section of the Balsa Beavers web site for more information .www.balsabeavers.com | 2014-243

August 30 | Fun Fly | 2 Days | the Bean Field fun fly | THE BEAN FIELD FLYERS | Main Club Field | Brad LaPointe | 519-358-5436 The third annual Bean Field Fun Fly and Follies . The week after the S.O.C.C. the field is still set up and ready . Bring any control line plane you want to fly and come out and make some noise . No entry fees or prizes .Have fun ,chill out . Have a hot dog .Saturday and Sunday Labour

Day weekend . We will have trainers on site for those who would like to try control line for the first time or for those that haven't had a handle in their hands for a while . | 2014-241

August 31 | Fun Fly | 1 Day | labour day weekend fun fly | LONDON MODEL AIRCRAFT CLUB | Main Club Field | Andy Richardson andrewrichardson@rogers.com | LMAC Labour Day Weekend Fun Fly No landing fee, flying games, prizes, BBQ. All skill levels welcome. All MAAC members are invited to join us at our club field on River Road, just off Veterans Parkway, for some flying fun to celebrate another season. We look forward to seeing you.(Come try out our new Geotek runway!) | www.lmac.on.ca | 2014-57

September 13 | Fun Fly | 2 Days | Southwest Zone Fun Fly | FOREST CITY FLYERS INC | Main Club Field | Chuck Phair | 519-471-7331 | caphair@rogers.com | This will be our first Zone Fun Fly and everyone is invited to attend. The dates are September 13th to the 14th and bring good weather. Registration starts at 8 am and flying at 9 am daily. Jets, helicop-

ters, scale, scale aerobatic, precision, control line, old timers, gliders, speedy planes, multi rotor and FPV, basically anything that flies is welcome. There is no entry fee and we will be collecting canned goods and dried food for the local food bank so please be generous. The barbecues will be running so no worries about going hungry. Trailers welcome. See you in the pits! | www.forestcityflyers.com | 2014-336

October 19 | Swap Shop | 1 Day | 26th Annual Swap Meet | LONDON MODEL AIRCRAFT CLUB | Carling Heights Community Centre | Andy Richardson andrewrichardson@rogers.com | Save the Date! OCTOBER 19th, 2014 One of the BIGGEST swap meets in Ontario! The new location received rave reviews from vendors and buyers alike. Visit www.londonmodelaircraftclub.com for further details to come, map and directions. | www.lmac.on.ca | 2014-58

Copie Volantes Géantes suite de la page 49

commanditaires et, mieux encore, allez acheter chez eux la prochaine fois que vous aurez besoin de quelque chose.

Jetez un coup d'œil à l'avion qui accompagne cet article. C'est un projet sensationnel qui a nécessité beaucoup de temps et d'habileté afin de le mener à bien. Notre constructeur était suffisamment fier des résultats pour qu'il prenne le temps de m'envoyer les photos et la description. Vous aussi, vous pourriez voir le fruit de votre labeur dans les pages de la prochaine édition; vous n'avez qu'à m'envoyer une photo et les détails!

D'ici la prochaine chronique, plus gros c'est, mieux ça vole! ✈

Planeurs télécommandés suite de la page 52

Canada (League of Silent Flight), nous écrit :

«La League of Silent Flight vient de lancer son programme d'accomplissements en vol à voile pour les planeurs électriques. Consultez le www.silentflight.org pour y lire les détails. Pour vous procurer un formulaire de demande, communiquez avec Ann Tekatch (coordonnatrice de la LSF) au tekatch@sympatico.ca.»

Le programme de la LSF est idéal pour les pilotes sportifs ainsi que pour les concurrents. Vérifiez cela.

D'ici la prochaine chronique, pilotez en toute sécurité. ✈

Québec (I)

From page 17

tivities within a few hours' drive in our zone, so keep an eye on the events listings on our website and plan to check a few out!

MEMBERSHIP NUMBERS

Membership is down a bit this year. However, I attribute this to the long winter. Nevertheless, we need to catch up so sign up some friends so we can have an increase in membership as opposed to a decline.

Vol circulaire

suite de la page 46

Ah oui : et que dire de la première fois qu'un de mes planeurs lancer-main s'est retrouvé dans un thermique et que je l'ai perdu! Cette magie à l'état pur, jamais un jeu vidéo ne pourra me procurer le même sentiment.

Tout cela a été si amusant que je ne me vois aucunement en train de m'asseoir sur le devant et de passer le reste de ma vie à écouter de la télévision comme tout autre aîné! Je crois bien que la prochaine question, c'est de savoir ce que l'aéromodélisme me réserve encore?

LIVRET DE RÈGLEMENTS RÉVISÉ

Le livret de règlements pour le vol circulaire a été révisé et mis à jour. Il se trouve maintenant en ligne sur le site Web du MAAC sous la rubrique des documents du Comité de vol circulaire; vous devrez probablement créer votre compte pour y accéder. Il s'y trouve en

MAAC'S FUTURE

I believe that MAAC has a very strong future and will only grow to the limit where we can be competitive along with other countries. MAAC is now promoting even more than ever before competition for its members, including forms of competition other than FAI. If you want to run a small competition between clubs, let me know about it and maybe we can help in its promotion.

See you all at the competitions and Fun Flies! ✈

format PDF, si bien que vous pourrez le télécharger et l'imprimer dans votre format préféré, si vous le désirez.

Certains des événements plus vieux ont été éliminés afin d'épargner de l'espace et d'ailleurs, nous n'avons jamais entendu parler de quiconque qui s'en est prévalu.

Ces règlements n'ont pas nécessairement force de loi absolue mais si vous organisez un rassemblement parrainé à l'aide de vos propres règlements, vous devriez le préciser expressément sur le formulaire de concours de sorte à être juste envers tous les concurrents, surtout les pilotes qui ne proviennent pas de votre coin.

Si vous croyez que quelque chose devrait être ajouté au livret modernisé, veuillez en avvertir le Comité de vol circulaire et nous considérerons vos propositions en temps et lieu. ✈

F5D).

Brad LaPointe des Bean Field Flyers s'occupera des démonstrations de vol circulaire. Si vous avez déjà voulu tenter l'expérience, c'est votre chance. Le Club des Forest City Flyers aura besoin de bénévoles afin de donner un coup de main et je passerai le mot, une fois la planification en marche. Inscrivez cela à vos calendriers.

ÉVÈNEMENTS QUI ONT EU LIEU

Le 10 mai, le Cobble Hills Fighter Group a une fois de plus organisé son rassemblement de vol intérieur BMO. Jason Uberig et sa famille ont vu au bon fonctionnement. Jason a organisé des vols en trois disciplines : multi-rotors, vol 3D et micro-maquettes... qui ont tous volé simultanément et il restait de l'espace. Nous avons même eu droit à quelques combats. C'était très beau. Il y avait au moins 40 pilotes et j'ai vu bien des visages qui affichaient un large sourire. Aussitôt arrivés à l'intérieur du parc de soccer intérieur, nos mâchoires ont frappé le sol, tant c'était vaste. Nous nous sommes beaucoup amusés.

Jetez un coup d'œil au <http://cobblehillsfighter-group.ca/bmo2014> pour y voir des photos et des extraits vidéo. Merci à Jason et au Cobble Hills Fighter Group.

ÉVÈNEMENTS À VENIR

J'invite chaque club à essayer le Challenge acrobatique du MAAC, cet été. Je suis persuadé que notre président du Comité d'acrobatie de copies volantes Lee Prevost nous offrira d'autres détails à même ce numéro de la revue. Non seulement est-ce là une chance d'essayer quelque chose de nouveau, mais votre club pourrait aussi remporter des prix en argent.

Les Forest Lakeside Flyers sont l'hôte de leur rassemblement de copies volantes, le 12 juillet. Le rassemblement des Chatham Warbirds and Classics aura lieu le 18 juillet; le Wingham Jets est prévu pour le 25 juillet; le 37e rassemblement de copies volantes des Bluewater Flyers aura lieu le 2 août; l'Open House et Fun-fly des Sun Parlor (RC Flyers) aura lieu le 9 août; le Float-fly des Strathroy Flying Farmers se déroulera aussi le 9 août; le spectacle aérien du Sky Harbour aura lieu le 15 août; les Beanfield Flyers organisent le Championnat sud-ontarien de vol circulaire le 23 août de même qu'un Fun-fly le 30 août; et le London Model Aircraft Clu organise son Fun-fly de la Fête du travail. C'est un bien bon rassemblement et maintenant, la piste comporte une nouvelle surface de Geotek. Consultez la section des événements à venir pour y lire de plus amples détails; il y a suffisamment de quoi vous garder occupé.

Souvenez-vous d'amener une jeune faire voler une maquette. Au plaisir de vous voir dans l'aire des puits. ✈

Our Event Director and resident Funmeister, Jack Higgins, developed a weighted point system and team concept for the racing. With 15 pilots, we were able to split in to four teams, named after the card houses - clubs, spades, hearts & diamonds -- so that not only would there be an individual competition, but each race participant would collect points for his team. We effectively had two race championships running -- individual and team championships -- and pilots of all abilities could contribute to the success of their team.

A typical race would consist of two or three heats, in which every pilot who started a race would get points. The fastest two from the heats (and sometimes a "hard-luck" race) would go through to two semi-finals. Again, any pilot starting would score, but this time, all points are higher than the heats.

The event would culminate in a final, with the four most successful pilots of the day competing for the highest point awards. For bragging rights, and a laugh, we created two trophies that are awarded after every race event; one for the least successful pilot of the day, and one for the overall winner.

TEMAC PIKER RACE POINTS

	1st	2nd	3rd	4th	DNF
Heats	5 pts	4 pts	3 pts	2 pts	1 pt
Semi	7 pts	6 pts	5 pts	4 pts	3 pts
Final	10 pts	9 pts	8pts	7 pts	5 pts

We run 10 laps of a 300-foot linear circuit. We don't use pylon judges, we've found that if a pilot cuts a pylon at one end, they tend to over-compensate at the next turn, and it's just for fun, right! Each pilot has a caller, and each lap is recorded on a race chart. Assuming a turn of 150 feet at each end and using Ed McMann's race time of 1:22 minute, then the average speed was 97.7mph.

The beauty of this simple race make-up is that it's run & finished in an hour, leaving the field available for our full membership to fly.

For 2014, we adopted the 'if it ain't broke, don't fix it' attitude and changed very little. We have allowed pilots to build their own planes to meet the "Piker" rules, adding to the challenge and fun. So far, we have two home designs (a 'Slipstream' and 'After-Nooner') but the group is anticipating more.

So if you're in Southern Ontario and want to see some close, air-race action, stop by TEMAC – you may even catch the bug! ✈

qui avait effectué 66 missions à titre de mitrailleur de tourelle supérieure à bord de bombardiers Lancaster au cours de la Seconde Guerre mondiale. Deux des fils de Scotty sont revenus à Didsbury afin de participer au dévoilement, puisque le principal intéressé est décédé, depuis.

Les organisateurs de la soirée avaient prévu un historique des 25 ans du club et des albums photo, ce qui a donné lieu à bien des discussions et aux souvenirs. Un diaporama des vieilles photos était projeté en boucle et de vieux moteurs et émetteurs à valeur historique ont été disposés par les membres.»

Pendant que je me trouvais à Didsbury, j'ai eu le plaisir de présenter un certificat de membre Leader à Grant Hemming (MAAC 17155). Si vous en avez l'occasion, félicitez Grant pour le bon travail qu'il accomplit. Ce sont des gens comme Grant qui conservent la vitalité de notre passe-temps, de nos clubs et du MAAC.

J'effectuerai des visites auprès de plusieurs clubs et événements au cours de l'été. N'oubliez pas qu'il existe du financement pour aider au développement technique et aux divers niveaux de compétition. Si vous avez des questions sur la façon d'obtenir du financement, veuillez m'appeler. ✈

ont été intéressantes. Plusieurs membres m'ont dit que les derniers numéros étaient vraiment bien (je suis du même avis). Et il y a qui disent qu'ils n'ont rien à cirer de la revue. Envoyez-moi un courriel. Voulez-vous que Model Aviation Canada continue ou plutôt, préféreriez-vous voir l'apparition d'une édition numérique? Ou les deux formats?

La communication électronique gagne du terrain au sein de plusieurs organismes. Beaucoup de travail est accompli afin de faire en sorte que le MAAC fasse son entrée dans le XXIe

siècle. Les efforts de maximisation des communications vers nos membres vont bon train. La revue nous aidera à y parvenir.

Tous les gens à qui j'ai parlé m'ont dit qu'ils lisent leur chronique de zone et presque rien d'autre. Je vous encourage à lire tous les articles; beaucoup d'information est partagée. Keith Morison, propriétaire de Morison Communications, déploie bien des efforts afin de présenter la revue. Il s'y consacre entièrement à chaque numéro. Merci, Keith!

VOTRE OPINION IMPORTE

Dans un avenir rapproché, il se peut qu'on nous demande de participer à quelques sondages. Le Conseil de direction se concentre sur quatre gros projets : le MAAC accroîtra le nombre de concours amicaux; il tentera d'assurer davantage de marketing; l'organisme tentera de communiquer davantage avec ses membres; et enfin, le MAAC tentera de vous captiver à l'aide de son site Web. Votre participation aux sondages contribuera à assurer la vitalité de notre passe-temps.

Tout va bien! Au plaisir de vous voir sur la ligne de vol. ✈

passez rapidement à un looping extérieur carrément dans le vent. On dirait que tout se déroule plus vite que lors du huit vertical du F2B. Souvenez-vous : il vous en faut trois.

Le huit overhead offre une entrée intéressante. Le premier demi-looping intérieur se commence au-dessus de votre épaule gauche, tout en haut pour ensuite passer au demi-looping extérieur alors que la maquette passe au-dessus de votre épaule droite et par-dessus. Répétez cette combinaison deux fois et faites la sortie une fois tout en haut.

Pour plusieurs modélistes, l'aspect le plus intéressant de la discipline Old Time Stunt est qu'ils doivent bâtir des maquettes qui ont été conçues ou dont le design a été publié ou lancé en production avant le 31 décembre 1952. Ce regard nostalgique que l'on jette sur des maquettes que faisaient voler nos parents ou que nous pilotions lorsque nous étions adolescents, tout cela nous ramène à une époque où tout était plus simple.

Autre défi : se souvenir de la séquence. Cinq looping intérieurs et cinq loopings extérieurs -- pas trois -- et seulement deux tours en vol inversé. Après plusieurs années passées à disputer des concours de F2B, la mémoire peut nous faire défaut si on exécute quelque chose de différent en vol... et comme de raison, nos adversaires riront de bon cœur. Je sais : j'ai oublié plus d'une fois les deux tours en vol inversé.

Vous avez besoin de prendre une pause de l'acrobatie de précision? Essayez donc Old Time Stunt. Cela vous fera sourire à tout coup.

Sentez-vous bien à l'aise d'envoyer une photo et une description de votre plus récent projet ou d'un évènement. ✈

Les petits-gros (Giant Scale) ne sont plus réservés qu'aux moteurs à combustion et il n'y a presque plus de limites sur la dimension des maquettes électriques, comme nous le montre Geoff Dryer avec son Cub à l'échelle 1/2 :

«En janvier 2011, j'ai décidé d'entamer de la construction artisanale en construisant un Cub électrique aux ailes tronquées (clipped wing) à l'échelle 50 %. Je connaissais déjà ces maquettes plus imposantes et j'avais fait voler un appareil de compétition IMAC pendant trois saisons.

«À l'époque, je me suis aperçu que je pouvais acheter une maquette presque prête à voler (un ARF) à l'échelle 50 % d'un Cub pour passablement moins cher que ce qu'il m'aurait coûté d'en construire un, mais celle-ci serait probablement un peu plus lourde que ce qui était souhaitable. Le problème avec la plupart des maquettes ARF, c'est qu'elles sont conçues de façon à encaisser la vibration d'un moteur à combustion interne. Cela requiert une construction plus robuste, surtout à l'avant du fuselage. Autre problème : le positionnement des batteries (qui alimentent le moteur).

«Mon Cub est doté de caractéristiques surprenantes, dont des ailes de polystyrène, un fuselage découpé et un tiroir servant à entreposer les piles, en vol. Le choix de mon moteur s'est porté sur un Hacker A100-10, dont je me servais déjà dans mon avion IMAC de 100 c.c. Comme il produit 7 500 watts, j'espérais obtenir une meilleure puissance que ce qu'on retrouve ordinairement dans une copie volante de Cub.

«J'ai procédé au vol inaugural de mon Cub au printemps 2013 et ses performances m'ont ravi. Mon avion pèse 65 livres (29 kg) en l'air, ce qui correspond au poids d'un ARF du Cub mû par un moteur de 150 c.c. Ceci comprend les huit livres (3,6 kg) de piles pour la motorisation.

«L'actuelle technologie des moteurs sans armature (brushless) et le côté abordable des batteries à la polymère de lithium rend la motorisation électrique pratique, et ce, pour toutes les dimensions de maquettes. Pour moi, le choix était évident puisque mon parc d'avions était déjà entièrement électrique; il faut dire que je préfère aussi de beaucoup cette motorisation à celle qui laisse des résidus de carburant.» ✈

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Personal Information

MAAC # _____ New Member? Yes No

Birthdate: _____ / _____ / _____ Language E F
month day year

Birthdates are required for verification of member type and kept confidential

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The organization requests occupation for demographic purposes however MAAC is a volunteer based organization and on occasion will access information provided by members to seek help in various aspects of its operation. If you do not want to be contacted by the organization you may wish to leave the occupation section blank.

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