

Model Aviation

CANADA



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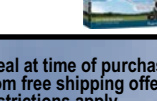
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The Model Aeronautics Association of Canada is dedicated to serving all aspects of modeling through National leadership by encouraging individual, family, and community participation, and promoting high standards of safety and personal fulfillment.

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'enseignement de la sécurité et l'accomplissement personnel.

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Submissions

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Eraldo Pomare's KA-8 and Jean Belair's Minimoa bask in the sunlight at the Central Alberta Radio Fun Flyer's field at the club's Glider Fly-in on the weekend of June 6 and 7.

Photo by Keith Morison

Attention Interested Maac Members
REQUEST FOR PROPOSAL

The Model Aeronautics Association of Canada, a national not-for-profit organization, is soliciting proposals for Production and Management of our Digital and Non Digital (Printed) national magazine, Model Aviation Canada. Our goal is to obtain a partnership with a provider that will manage all aspects of MAAC's digital and printed needs that will include publishing, editing, translating, printing, and distribution; assisting us in promoting the exciting world of Model Aviation throughout Canada.

It would be beneficial if the bidder has some knowledge of the hobby/sport of Model Aviation and the processes used in building and flying.

A current overview/proposal document for our bimonthly publication is available upon request. Interested parties may receive a copy by contacting Ms. Linda Patrick at linda_maachq@on.aibn.com. Samples of the current publication can be seen at: <http://www.maac.ca/en/magazine.php>.

Closing date for Proposals:

Proposals must be received on or before August 14, 2015.

The lowest price may not be accepted. Consideration will be given to the organization that shows the most potential to increase interest in readership & circulation as well as advertising through creativity in layout and editorial content both digital and non digital.

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AVIS À TOUS LES MEMBRES DE MAAC INTERESSÉS

Appel d'offre

Les Modélistes Aéronautiques Associés du Canada, une organisation sans but lucratif, lance un appel d'offre afin d'obtenir des soumissions pour la Production et la Gestion des versions numériques et imprimées de notre revue nationale, Model Aviation Canada. Notre objectif est de créer un partenariat avec un fournisseur qui gèrera tous les tâches nécessaires à la production des version numériques et imprimées incluant la mise-en-page, la publication, la traduction, l'impression et la distribution, de façon à nous aider à promouvoir l'univers fascinant de l'aéromodélisme à travers tout le Canada.

Il serait avantageux pour le soumissionnaire d'être familier avec le monde du Modélisme Aéronautique et de connaître les techniques de construction et de pilotage.

Un document décrivant la proposition à soumettre ainsi qu'un sommaire est disponible sur demande. Les intéressés peuvent en obtenir une copie en contactant Linda Patrick à linda_maachq@on.aibn.com. Des exemples de la revue Model Aviation Canada de l'année courante et des années précédentes peuvent être téléchargés à l'adresse suivante: <http://www.maac.ca/en/magazine.php>

Date limite pour la soumission des propositions

Toutes les soumissions doivent être déposées au plus tard le 14 Août 2015.

Le plus bas prix ne sera pas nécessairement celui choisi. Les critères d'évaluation tiendront compte du potentiel de la proposition à susciter l'intérêt du lecteur, maximiser la circulation et optimiser le potentiel publicitaire par la créativité dans la mise-en-page et le contenu éditorial. Et ce, autant pour la version numérique que imprimée.

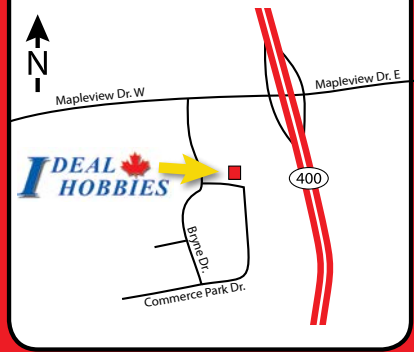
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President's Report



Rodger Williams 9587L
President
418-650-3150 pres@maac.ca

I am more that pleased to have been given the honour of being elected President of the Model Aeronautics Association of Canada. There is no doubt in my mind that there are some big shoes to fill and we will endeavour to continue on with the programs that Claude Melbourne has started.

Due to Claude's leadership and directors, the organization is healthy and will continue to be so. He was a great leader which only helped to prepare us all for the activities of the incoming Board. We have a great executive to guide us into the next generation of modellers.

The hobby has changed so much that it has become difficult to keep up with the changes that are taking place on a daily basis.

We have a new website that is really starting to take off with more and more monthly hits that ever before. The website team has been giving it their all to

make it all come together. You will also notice some links to our Facebook page and Twitter account.

Go to the website and take a tour and you will be amazed as to how far we have come.

There is also a special section on the site dedicated to Transport Canada. This is a very important section as we have been working very closely with the Government in order to protect and comply with the safety rules of both groups. I can only implore you to have your club executives contact your zone director who will be happy to have a meeting with the local airport officials and invite them to a meeting to help explain the new regulations and how they will affect you.

There is nothing more important to us than you and being able to fly safely within the confinements of Transport Canada.

We are also in the midst of possibly repurposing the magazine so there is more content and interesting articles. It is our intent to keep the magazine the same size, but hopefully with some articles

about new product reviews and member profiles.

There are a lot of programs that still need review and to be modified in order to make them more efficient. However, one of the new programs is a reduced spousal rate. This will help by not needing to send two magazines to the same household.

Our office staff is second to none and will help you in any way that they can. Just call on one of our 800 numbers and see for yourself.

We have a close association with AMA and will keep that strong bond so that the exchange of ideas continues along with each other's issues with resolutions.

The AGM was as good as any before and I would like to personally thank Don and Judy McGowan and their team who showed us all about the Wild West in Edmonton.

Again, this will be an exciting time for all of us as well as a steep learning curve, but we are willing to take on the challenge and make it interesting for everyone. ✈

Mot du président



Rodger Williams 9587L
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418-650-3150 pres@maac.ca

J'ai le très grand honneur d'avoir été élu à la présidence des Modélistes aéronautiques associés du Canada. Sans l'ombre d'un doute, j'ai une grosse peinture à remplacer et je tenterai de poursuivre sur la lancée des programmes que Claude Melbourne avait lancés.

Grâce au leadership de Claude et des directeurs, notre organisme se porte bien et poursuivra ses activités ainsi. Claude était un leader sensationnel qui nous a préparés (le Conseil de direction) aux activités. Nous comptons un exécutif exceptionnel et ces modélistes sauront nous guider de sorte à ce que nous attirions la prochaine génération de modélistes.

Ce passe-temps a tellement changé qu'il est difficile de se garder à jour quant aux changements quotidiens.

Nous avons un nouveau site Web qui vole de ses propres ailes (jeu de mots) et qui reçoit de plus en plus de visiteurs à chaque mois. L'équipe du site Web a

travaillé très fort afin de lui donner vie. Vous remarquerez qu'il possède maintenant des liens vers une page Facebook et un compte Twitter.

Allez faire un tour au site Web et les modifications apportées auront de quoi vous surprendre.

Vous retrouverez aussi une section spéciale vouée à Transports Canada. Celle-ci est très importante puisque nous travaillons étroitement avec le gouvernement fédéral afin de protéger notre droit de voler et afin d'observer les règlements de sécurité des deux entités (nous-mêmes et le fédéral). Je vous encourage fortement à demander que l'exécutif de votre club communique avec votre directeur de zone afin de coordonner une rencontre avec les gestionnaires de votre aéroport local afin d'expliquer la nouvelle réglementation et comment celle-ci vous affectera.

Vous êtes très important pour nous et nous voulons que vous puissiez faire voler vos maquettes en toute sécurité et selon les exigences de Transports Canada.

Nous sommes aussi en train de repositionner la revue Model Aviation Cana-

da afin d'y voir davantage de contenu et des articles intéressants. Notre intention, c'est de préserver la dimension et le format de la revue mais d'y incorporer des articles au sujet de nouveaux produits, des chroniques de consommation ainsi que des profils de membre.

Plusieurs programmes nécessiteront un examen approfondi et devront être modifiés afin d'en améliorer le rendement. Toutefois, l'un des nouveaux programmes, c'est une diminution de la cotisation pour les conjoint(e)s. Cela nous aidera notamment à ne pas envoyer deux revues dans la même maisonnée.

Notre personnel au bureau est exceptionnel et ces dames feront de leur mieux pour vous aider. Vous n'aurez qu'à composer l'un des numéros 800 pour vous en rendre compte.

Nous entretenons de bons rapports avec l'AMA américaine et nous maintiendrons ce lien de sorte à ce que l'échange d'idées se poursuive et que nous puissions examiner les problématiques (et solutions) de l'autre.

suite à la page 6

FRANK SCHLACTA 1137



It is with great sadness that we must announce the loss of our dear friend Frank Schlacta who, on April 3rd, 2015, unexpectedly passed away in his 77th year.

Since 1976, Frank has represented Canada fourteen times at the world Championships, finishing 5th. in 1979 and again in 2007. With his dedication and commitment to F1C power flying, he was a major pillar for our national teams for decades. He will be dearly missed by his family and all of his friends in the free flight community.

- Toronto Free Flight Club

DONALD EDWARD HUGHES



It is with great sadness that we announce the passing of Don 'Red' Hughes at the Maison Vale Hospice Sunday, February 1st, 2015, at the age of 72 years.

Red worked for CN for 33 years as a conductor/brakeman, retiring in 1998. In his early years he flew for White River Air Services and Austin Airways part time.

In Nakina he played hockey and coached kids' hockey. He was a member of Model Air Plane Clubs. His favourite pastime in his younger days was flying his "Super Cub" and spending time at Austin Airways warehouse with all his pilot friends. Flying RC planes in his later years kept the love of flying alive.

Donald was a very proud and hard working man. He had a smile for everyone, especially his Elizabeth who was the apple of his eye. Red will be missed dearly by his family and friends. Until we meet again, Fly Free!

Alberta (A)

suite de la page 7

Si vous en avez la chance, félicitez Harold, la prochaine fois que vous le verrez.

Les résultats de l'A.G.A., y compris les décisions entourant les recommandations et les résolutions, paraîtront sous peu à notre site Web. Je vous encourage à passer à travers chacune d'entre elles et de me donner un coup de fil si vous avez des questions ou des inquiétudes.

Une résolution portait sur la création d'un tarif d'adhésion pour les conjoint(e)s, une idée qui avait circulé à notre dernière assemblée de zone; les résultats feront bientôt partie de notre politique administrative.

Vente annuelle chez les Central Alberta Radio Fun Flyers

J'ai participé une fois de plus et avec plaisir à la vente aux enchères du Club CARFF (j'y vais depuis plusieurs années). J'ai revu de vieux amis et j'ai fait la connaissance de nouveaux membres. Selon moi, ce rassemblement inaugure la saison de vol 2015; c'est à ce moment que je peux discuter des événements qui s'en viennent, des préoccupations et des attentes au sein de la zone et au sein du

MAAC en général.

Bien que cet événement soit une cueillette de fonds pour le CARFF, cette vente et les autres qu'organisent les clubs de Didsbury et l'Edmonton R/C Society entraîne la profusion de rapports humains qui constituent la force motrice de notre passe-temps.

Cette année, la vente au CARFF était commanditée par Hobby Extreme (Red Deer), PM Hobbycraft Calgary) ainsi que par Messinger Meats (Mirror). S'il-vous-plaît, gardez ces commanditaires en tête lorsque vous brasserez des affaires puisque cet appui de leur part assure en grande partie la sécurité financière de nos clubs et nous permettent de nous amuser en pratiquant ce passe-temps.

Planification de la relève

Je quitterai mes fonctions de directeur de zone à compter de l'Assemblée annuelle de zone, le 18 octobre prochain. Mon adjoint Roger Ganley assurera la relève à partir de ce moment. Conséquemment, il nous faudra élire un nouvel adjoint; nous acceptons les noms de personnes voulant se dévouer en ce sens. J'ai déjà trouvé une personne qui

acceptera une telle mise en candidature mais il serait préférable que d'autres personnes en fassent autant.

Je vous demande de garder cela en tête lors de vos déplacements et de me donner un coup de fil afin de coordonner pareille mise en candidature.

Je vous souhaite de passer un été très agréable (et pas trop d'accidents). Je suis persuadé que nous préférons profiter de notre été (trop court) en faisant voler nos maquettes plutôt qu'à les réparer. ✈

Mot du président

suite de la page 5

L'A.G.A. était aussi bonne qu'à l'accoutumée et j'aimerais remercier personnellement Don et Judy McGowan et leur équipe qui nous ont montré l'Ouest tandis que nous étions à Edmonton.

Une fois de plus, nous vivons des moments excitants tout en étant conscients de la courbe d'apprentissage plutôt abrupte que nous aurons à vivre, mais nous sommes prêts à relever le défi et à rendre les choses intéressantes pour tout le monde. ✈

Alberta (A)



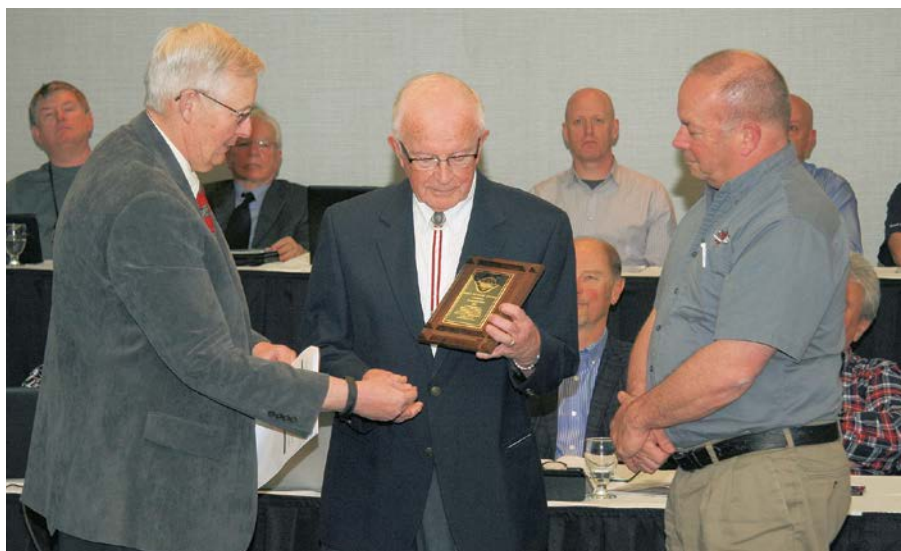
Don McGowan 51127L
Zone Director
780-963-4586 zd-a@maac.ca

I'm writing this after having just spent several days in Edmonton attending the MAAC Annual General Meeting which our zone hosted for the first time in a number of years. There were only a very few members who attended to observe any of the board meetings, and a few more at the Sunday AGM, but those who did seemed to enjoy themselves. It was an opportunity to put faces to the names that are often seen in Model Aviation Canada articles and on the website from time to time, and this chance will not likely come again for some time.

The most enjoyable part of the whole event was that I had the honor and pleasure of assisting in President Melbourne's presentation to # 1532L Harold Tom, a plaque recognizing his appointment to the MAAC Hall of Fame. Mr. Tom, a long-time pattern competitor and all-round supporter of the hobby, accepted the award and then in turn thanked his bride of 62 years for her tolerance of his commitment to his hobby over the years. Should any of you have the opportunity, please offer Harold your congratulations.

The results of the AGM, including the dispositions of the many recommendations and resolutions that were dealt with, will soon appear on our website. I urge you all to read through them, and to give me a call if you have any questions or concerns.

A motion to create a spousal membership rate, which originated at our last AZM, was passed, and the results will soon appear as part of our administrative policy.



CENTRAL ALBERTA RADIO FUN FLYERS ANNUAL AUCTION

I had the pleasure of attending the CARFF auction for the umpteenth time since my first visit many years ago. I renewed acquaintances and met some new members. To me, this event is the kick-off to the 2015 summer flying season at which I get to discuss pending events, issues of concern and expectations going forward for our zone and MAAC in general.

While this event is a major fund-raiser for the CARFF club, it and other auctions hosted by the Didsbury and Edmonton R/C Society clubs do much to foster the personal relationships which are the backbone of our hobby.

This year, the CARFF auction was sponsored by Hobby Extreme of Red Deer, PM Hobbycraft of Calgary, and Messenger Meats of Mirror, AB. Please keep these and other event sponsors in mind when doing business as their sup-

port does much toward the financial security of our clubs and our enjoyment of the hobby.

SUCCESSION PLANNING

I will be stepping down as Zone Director as of the Annual Zone Meeting this coming October 18th. My deputy, Roger Ganley, will be assuming the position as of that time. It is therefore necessary for us to elect a new deputy, hence the need to surface the names of potential candidates for the position. I have already found one person who will accept nomination to the position, but it is preferable that others are found as well.

I ask that you all keep this in mind during your travels, and give me a call if you wish to arrange for a nomination.

I wish you all a fun-filled summer with a minimum of carnage. I'm sure that in our too-short summer, we'd all rather be flying than fixing. ✈

Alberta (A)



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

J'écris ceci après avoir passé plusieurs jours à Edmonton afin de prendre part à l'Assemblée générale annuelle du MAAC, dont notre zone a été l'hôte pour la première fois depuis plusieurs années. Quelques rares membres ont assisté afin d'observer les travaux du Conseil

de direction et nous en avons accueilli quelques autres le dimanche pendant l'assemblée proprement dite, mais ceux qui étaient de la partie ont semblé aimer ça. C'était une occasion pour placer des visages aux noms qu'on voit souvent dans les articles de Model Aviation Canada et au site Web; cette occasion ne reviendra pas de sitôt.

La portion la plus agréable pour moi, c'était d'avoir l'honneur et le plaisir

d'aider le président Melbourne à présenter une plaque à Harold Tom (MAAC 1532L) en reconnaissance de son accession au Temple de la renommée du MAAC. M. Tom, un compétiteur de longue date en voltige et un grand partisan du passe-temps, a accepté ce prix et en a profité pour remercier sa femme (mariés depuis 62 ans) pour sa tolérance de son engagement au cours des années.

suite à la page 6

MAAC AGM: A Member's View



By Roly Worsfeld

I was interested in learning about how MAAC operates, so I travelled to Edmonton for the Annual General Meeting (AGM) as an observer. I, along with Model Aviation Canada editor Keith Morison and Alberta Deputy Zone Director Roger Ganley, sat on the outside of the meeting table for 3.5 days and were not allowed any input unless specifically asked. On a couple of occasions, the Board did see fit to reach out and asked observers to provide input where they had some expertise. The meetings are open to the MAAC membership and a few locals did drop in from time to time and joined us on the sidelines.

The first day of meetings was the Executive Committee Meeting, involving the five key people elected by the Board of Directors to handle most of the day-to-day operations of the association. The Executive Meeting was very well run by President Claude Melbourne. They reviewed each of the AZM resolutions and recommendations submitted one at a time. The whole day was used to do this and each item was given proper consideration.

One thing I noticed is that the President uses a gavel -- made of wood from each of the provinces. I could see lots on dents in it; however Claude used it 'gently' maybe once or twice over the extended weekend.

The process of the meetings is an impressive system that I did not previously understand:

1. Input and recommendations are received from MAAC 'membership' through approval at each Zone Annual General Meeting.

2. MAAC 'Executive Committee' reviews each resolution/recommendation and develops an approval/rejection recommendation for the BOD to consider in their deliberation.

3. Over two and a half days, the BOD reviews and discusses the recommendations and resolutions, hears the executive's advice and then votes on each item in order to recommend 'acceptance or rejection to the members' at the AGM.

On the final day, all resolutions/recommendations are then submitted to the MAAC AGM where they are again discussed and voted on.

The professionalism, courtesy displayed by the members of the Board of Directors, and the opportunity for input at the MAAC AGM

was very pleasing to see. The time given by these volunteers in their meetings and Zone activities is not small. Without their dedication to our hobby/sport, we would not have things as good as we do. In light of that, I would like to thank each and every one of the Board members who volunteer their time to work for MAAC membership.

In summary, I now have a better understanding of how MAAC operates and the decision-making process for improving its operation. Hopefully, this report helps you understand the operation of MAAC through the membership. ✈



The 2015 Board of Directors: Back row from left / Le Conseil de direction en 2015. Rangée arri re, de g.: Roy Rymer, R gis Landry, Don McGowan, Steve Wolo z, Peter Schaffer, Craig Ekstrand, Frank Klenk. Front row (Executive Committee members / les membres du Comit  ex cutif) Steve Hughes, Chris Malcomson, Linda Patrick, President Rodger Williams, Bill Rollins, Brad Egan. Missing / Absents : Kevin McGrath et Jean Paul Le Guilcher..

par Roly Worsfeld

Je voulais savoir comment le MAAC fonctionne, si bien que je me suis rendu   Edmonton pour l'Assembl e g n rale annuelle (A.G.A.)   titre d'observateur. Aux c t s de l' diteur de Model Aviation Canada, Keith Morison, et du directeur adjoint de la zone Alberta, Roger Ganley, je me suis assis en retrait de la table de r union pendant trois jours et demie; on ne nous autorisait pas   parler   moins qu'on nous demande quelque chose en particulier. En quelques occasions, le Conseil de direction a cru sage de demander aux observateurs de se prononcer sur un sujet parce qu'ils d tenaient une expertise en la mati re. Ces r unions sont ouvertes aux membres du MAAC et quelques membres se sont fauil s de temps   autre.

La premi re journ e  tait celle du Comit  ex cutif -- le groupe de cinq personnes  lues par le Conseil de direction afin de traiter des affaires quotidiennes de l'association. Le pr sident Claude Melbourne l'a dirig e de main de ma tre. Les r solutions et recommandations  manant des assembl es annuelles de zone ont  t  soumises, une   la fois. Toute la journ e y a  t  consacr e et chaque sujet a  t  trait  avec toute l'attention voulue.

J'ai remarqu  quelque chose -- le pr sident se sert d'un maillet fabriqu  avec des essences de bois provenant de toutes les provinces. J'ai vu plusieurs coches; toutefois, monsieur Melbourne l'a utilis  avec parcimonie une ou deux fois au cours de cette grande fin de semaine.

Le processus des r unions est impression-

nant et je ne l'avais pas compris jusqu'  maintenant :

1. Les commentaires et les recommandations sont re ues des membres du MAAC apr s approbation lors de chacun des assembl es annuelles de zone.

2. Le Comit  ex cutif du MAAC examine chacune et  labore une recommandation d'approbation ou de rejet aux fins d'examen par le Conseil de direction (apr s d lib ration).

3. Pendant deux jours et demie, le Conseil de direction examine et discute des recommandations et r solutions,  coute l'avis que lui donne le Comit  ex cutif et vote ensuite sur chacune afin de re-



Claude Melbourne, right, hands over MAAC's Gavel to newly elected President Rodger Williams. / Claude Melbourne, right, hands over MAAC's Gavel to newly elected President Rodger Williams. /

suite   la page 19

Atlantic (B)



Régis Landry 8512L
Zone Director
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Hello summer time.

Many events have already come and gone, such as Margaree and the Warbird event, plus many others. But there are still many more summer events to come!

As most of us already know, a few clubs had some concerns with the interpretation of Transport Canada rules as to where and at what height we are allowed to fly. The law says that conventional model aircraft and UAVs (drones) can only fly at a maximum height of 90 metres and a minimum of 9 km from airports. Being with MAAC, we are exempt from that law simply because we have

established guidelines that show that we can fly a model aircraft in a safe manner close to or on airports, providing that we have permission to fly on those sites.

Even if we aren't flying near an airport, we must be proactive and always be on the look-out for manned aircraft that could possibly be in the area. CAR 602.45 was put in place by Transport Canada to allow sporting enthusiasts to operate small R/C aircraft weighing 35 kg or less which states: "No person shall fly a model aircraft or a kite or launch a model rocket or a rocket of a type used in a fireworks display into cloud or in a manner that is or is likely to be hazardous to aviation safety."

Presently, the Transport Canada Advisory Group chaired by Richard Barlow

and the Unmanned Aerial Vehicle Advisory Group chaired by Jeremy Cartlidge are working closely with Transport Canada on any issue that needs to be updated for the future of our great hobby, mainly because of the UAVs that are getting to be more popular. It takes a lot of work and time on the part of those Advisory Groups to be able to deal with Transport Canada as it's not something that can be achieved in just one day.

Rest assured that our organization, the Model Aeronautic Association of Canada, is recognized as a safe operating organization of hobby enthusiasts by Transport Canada and it's up to all of us to keep it that way.

Fly safely and have fun while doing so. ✈

Atlantique (B)



Régis Landry 8512L
Directeur de zone
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Bonjour, temps estival.

Plusieurs rassemblements se sont déjà déroulés, dont celui de Margaree et celui des coucous de guerre. Mais plusieurs événements sont encore inscrits au calendrier d'été!

Comme la plupart d'entre vous le savez déjà, quelques clubs s'inquiètent de l'interprétation que fait Transports Canada des règlements qui stipulent où et à quelle altitude nous pouvons faire voler des maquettes. La loi précise que les maquettes conventionnelles et que les appareils aériens non habités (les UAV, drones) ne peuvent voler qu'à une altitude de 90 mètres et à une distance minimale de 9 km des aéroports. Puisque nous sommes membres du MAAC, nous sommes exemptés de cette loi tout simplement parce que nous avons nous-mêmes élaboré des lignes directrices qui

prouvent que nous pouvons faire voler une maquette d'avion de façon sécuritaire à proximité -- ou à -- des aéroports, en autant que nous ayons la permission de voler tout près.

Même si nous ne faisons pas voler une maquette près d'un aéroport, nous devons être proactifs et constamment surveiller l'apparition d'avions à l'échelle réelle qui pourraient se trouver dans les environs. Le Règlement de l'aviation canadien (RAC) 602.45 a été conçu par Transports Canada afin d'autoriser les pilotes sportifs de faire voler de petites maquettes télécommandées d'un poids de 35 kg ou moins. Ce même règlement précise que : «Il est interdit de faire voler un modèle réduit d'aéronef ou un cerf-volant ou de lancer un modèle réduit de fusée ou une fusée d'un type utilisé pour les feux d'artifice dans un nuage ou d'une manière qui constitue ou qui est susceptible de constituer un danger pour la sécurité aérienne.»

À l'heure actuelle, le Groupe consul-

tatif de Transports Canada (que dirige Richard Barlow) et le Groupe consultatif de véhicules aériens (que dirige Jeremy Cartlidge) travaillent en étroite collaboration avec Transports Canada sur toute problématique qui doit être modernisée afin d'assurer l'avenir de notre grand passe-temps, principalement parce que les véhicules aériens non habités deviennent de plus en plus populaires. Le travail et le temps que passent ces groupes consultatifs à discuter avec le ministère fédéral sont considérables mais ce que nous visons ne sera pas accompli en une seule journée.

Soyez assurés que notre organisme, les Modélistes aéronautiques associés du Canada, est reconnu comme étant un regroupement de passionnés qui font évoluer leurs maquettes en toute sécurité (de la part de Transports Canada). Il nous appartient de continuer dans cette mouvance.

Pilotez en toute sécurité mais ayez du plaisir en cours de route! ✈

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British Columbia (C)



The Princeton R/C Jet Pilots, and guests at the Spring Jet Warm-Up in Princeton, B.C. This is a great group of guys dedicated to the safe operation of R/C jets. There was some spectacular hardware there, including the pictured BVM King Cat expertly flown by MAAC Jet Committee member Paul Dries. / Les Princeton R/C Jets Pilots et leurs invités au Spring Jet Warm-Up de Princeton (Colombie-Britannique). C'est un groupe sensationnel de passionnés qui s'affairent à piloter des jets de façon sécuritaire. On y retrouvait de la bien belle quincaillerie, y compris ce King Cat (de Bob Violet Models) qu'a piloté de main de maître Paul Dries, un membre du Comité des jets du MAAC.

Steve Hughes
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TRANSPORT CANADA RECOGNITION

The recent Notice of Proposed Amendments released by Transport Canada supports the fact that "traditional modelers" are being recognized as safe and responsible aviation operators.

Some are saying that because of this, MAAC will have to step up and make sure that all the rules are followed; event directors will have to make sure protocol is adhered to now more than ever; that Zone Directors will have to encourage safer operations, and the list goes on.

I say, keep up the good work! We have received recognition as safe pilots respecting the safety codes because we are safe, not because we are going to become safe! Included within the NPA, Transport Canada is asking for feedback. This is a great opportunity for us to be involved. If you have not received a copy of the NPA, you can contact me via e-mail and I will make sure you get one.

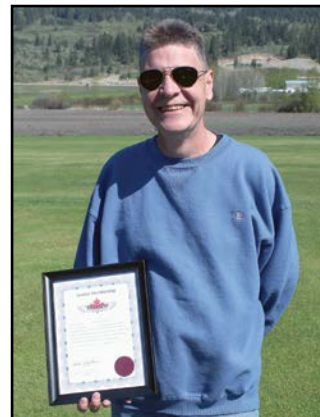
EVENTS AND ZONE NEWS

We have a remarkable set of events and clubs throughout

B.C. and the Yukon. We set the bar high with top-notch Scale Events, R/C Jet Events, spectacular Float Flies and the list goes on.

On that note, important MAAC information will be coming to you in the near future electronically as a MAAC E-Newsletter is quickly becoming a reality. I encourage everyone to accept this form of communication, as it will surely be worth reading.

I hope you are all enjoying the hobby as much as I am. Keep your wings level. See you on the flight line. ✈



Rory Greenwell MAAC 13262L: nominated for Leader Membership, receiving unanimous support. Rory is an outstanding pilot; he's a great guy and a true leader. Rory continually goes above and beyond to help everyone. / Rory Greenwell (MAAC 13262L). M. Greenwell a été mis en candidature à ce titre et cet avis a été adopté à l'unanimité. Rory est un pilote exceptionnel; c'est un chic type et un véritable leader. Il n'épargne aucun effort afin de venir en aide à tout le monde.

Colombie-Britannique (C)



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RECONNAISSANCE DE TRANSPORTS CANADA

Le récent Avis de proposition de modification (Notice of Proposed Amendments) qu'a divulgué Transports Canada appuie le fait que les «modélistes tradi-

tionnels» sont reconnus comme étant des opérateurs aéronautiques qui évoluent en sécurité et qu'ils sont tout à fait responsables.

Certains diront qu'en raison de ceci, le MAAC devra resserrer ses pratiques et s'assurer que tous les règlements sont observés; que les directeurs de concours devront s'assurer que le protocole est suivi, plus que jamais; que les directeurs de

zone devront encourager des opérations plus sécuritaires, et ainsi de suite.

Je rétorque plutôt : poursuivez le beau travail! Nous avons reçu cette reconnaissance à titre de pilotes qui ont à cœur la sécurité et qui respectent les codes de sécurité justement parce que nous faisons preuve de prudence, certainement pas parce que nous devons le devenir!

suite à la page 15

Manitoba - North-West Ontario (D)



Peter Schaffer
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This moment started a year ago, when a group of guys decided to build ¼ scale, DHC- 1B-2-S5 Chipmunks together. They embarked on a journey into the unknown, to them anyways. The journey was that of building with fibreglass.

Fortunately, they were not going it alone. The internet is rich with good information. E-mail made immediate communications possible with others, who were able to help from a distance. Advice and technical help came from air museums, paint shops, full-scale aircraft repair shops, warbird rebuilders, aircraft engineers and other modellers. The aviation community support is enormous.

The trick is to seek lots of advice and then decide on which option works best for the task at hand. Many small scale experiments are done in order to learn the necessary hands-on skills. It is not all smooth sailing.

With the research in hand, the builders ordered the building material and began building the paint booth, the aircraft cradles, bigger building benches and the fibreglass cutting table.

Fast forward a few months and the excitement is beyond palatable. The building team has been working all winter creating the parts plugs on which the molds will be made. Now comes the moment when the fuselage mold is separated from the fuselage plug. This is the largest and most complex mold of the entire project.

The builders arrive early at the shop with greater anticipation than small kids who first lay eyes on the wrapped presents under the Christmas tree. A milestone moment is at hand. Will the mold separate from the plug? Is there a hidden flaw i.e. air bubble in the mold? Stay tuned for the next exciting chapter of this adventure in working with epoxy resin, by the Muriel Lake Skunkworks group. ✈



Manitoba/Nord-ouest Ontario (D)



Peter Schaffer 44429
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Ce moment a débuté il y a un an alors qu'un groupe de modélistes a décidé de bâtir une véritable écurie de DHC-1B-2-S% Chipmunks à l'échelle un quart. Ils se sont engagé dans l'inconnu -- du moins, ils n'en connaissaient pas certains aspects. L'aventure, c'était de construire à l'aide de la fibre de verre.

Heureusement, ils ne faisaient pas exactement cavalier seul. Internet recèle d'information. Grâce aux courriels, il était possible de communiquer immédiatement avec d'autres modélistes qui ont pu les aider à distance. Des musées de l'aviation, des ateliers de peinture, des ateliers d'avions à l'échelle réelle, des

restorateurs de vieux coucous, des ingénieurs et des modélistes, tout ce monde était prêt à offrir de l'aide technique. L'appui émanant de la communauté aéronautique est énorme.

Le truc, c'est de partir à la recherche de beaucoup de conseils et de décider ensuite de ce qui fonctionnera mieux pour la tâche à accomplir. Plusieurs petites expériences ont été menées afin de se doter des aptitudes pratiques. Ce n'était pas toujours de la tarte.

Recherche en main, les constructeurs ont commandé les matériaux et ont entamé la construction de la cabine de peinture, des berceaux pour les maquettes, des bancs d'atelier de construction un peu plus grands et de la table afin de couper la fibre de verre.

Accélérons de quelques mois et voi-

ci que l'excitation est à son comble. L'équipe de construction a travaillé tout au long de l'hiver afin de créer les moules qui serviront à façonner les différentes composantes. Voici venu le moment où le moule du fuselage est séparé du moule mâle. C'est le moule le plus complexe de tout le projet.

Les constructeurs sont arrivés plus tôt à l'atelier avec l'excitation que ressentent les enfants en jetant le regard sur les cadeaux sous l'arbre de Noël. Ils s'apprêtent à vivre un véritable jalon. Le moule se séparera-t-il du moule mâle? Y a-t-il un défaut dissimulé, c'est-à-dire une bulle dans le moule? Restez à l'écoute afin d'entendre parler du prochain chapitre des travaux réalisés à la résine d'époxy du groupe Skunkworks de Muriel Lake. ✈

Milieu (E)

suite de la page 13

changements s'effectuaient avec un certain grincement de dents. On n'a qu'à penser au passage du recouvrement en soie (Silkspan) vers les maquettes presque prêtes à voler recouverte de pellicule plastique thermorétractable et encore aux petites merveilles prêtes à voler entièrement confectionnées à l'aide de polymère, de polystyrène, de fibre de carbone et de Mylar.

«Les vieux de la veille comme moi ont parfois de la difficulté à accepter ces changements. Nous pensons souvent : «Eh bien, on pourrait construire cela soi-même! Après tout, n'est-ce pas l'idée de l'aéromodélisme... de faire voler quelque chose qu'on a construit de ses propres mains?»

«L'esprit de création, ce n'est pas tout ce qui définit notre passe-temps. Heureusement, l'époque où un émetteur proportionnel nous coûtait la moitié d'un mois de salaire est révolue. Tout aussi révolue : l'époque où un amateur d'aviation qui n'avait pas le temps ou les aptitudes de construction ne pouvait faire autrement que de regarder faire les autres. Le choix de radio, de maquettes et d'autres designs de véhicules est tout simplement ahurissant. Des maquettes télécommandées (à quatre voies) de vol intérieur qui pèsent MOINS de 20 grammes? WOW!

«Nous avons vu le chemin parcouru mais une question demeure : jusqu'où ira-t-on?»

«Dernièrement, je songe aux camarades de vol que nous avons perdus. Ces pionniers ont semé la voie. Comment ces hommes et femmes jugeraient-ils l'équipement sur lequel nous pouvons compter? Je crois qu'ils et elles seraient émerveillés(e)s des avancées. Ce passe-temps qu'ils et elles ont fondé est bien vivant, vibrant et comporte sa part de nouveautés. Nombreuses sont les personnes (de toutes les gammes de revenus) qui peuvent maintenant y prendre part.

«Lorsque vous serez en train d'admirer une rutilante nouveauté que possède un nouveau venu, allez le voir et souhaitez-lui la bienvenue au royaume des techniques éprouvées. Bien sûr que nous avons besoin des nouveaux produits, du vol par immersion (FPV), des quadricoptères... tout cela. Nous vivons en une ère de croissance soutenue, de changements et d'évolution dans toutes les sphères de la vie et heureusement, c'est la même chose au sein de notre passe-temps.»

Merci, Carl.

Ce même intervenant m'a mentionné qu'un évènement très spécial approche à grands pas. Ali Machinchy pilotera certaines de ses maquettes au Niagara Region Model Flying Club (à Walker's field) le samedi 18 juillet (ou remis au lendemain en cas de pluie). Allez voir ce rassemblement! ✈



46th Annual Scale Model Air Rally

September 12 & 13, 2015
Waterloo Rod & Gun Complex
Near St. Jacobs Ontario

Scale & Stand-Off Scale Aircraft
MAAC or AMA Membership Required



Waterloo Rod & Gun Club
1090 BoDe Lane
R.R.#1 St. Jacobs
Ontario

For more information visit
www.kwflyingdutchmen.com

Middle (E)



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

I would like to offer this report from one of our awesome members in Zone E, Carl Cimprich:

CHANGE

"Wow, have things come a long way or what? Many of us may still remember the reed and escapement days of remote control or remember hearing someone actually OWNED an expensive two-channel proportional transmitter!

"The materials we used to build our creations were also quite simple and of a relatively limited spectrum. Stick and balsa, tissue and various dopes to finish things off, and so on.

"Now, the list of materials our aircraft are constructed of has broadened to a degree that can easily boggle the mind. So too have the various designs and concepts of miniature aircraft being flown indoors and out.

"Whether it was the shift from predominantly silkspan and tissue to plastic film covered ARFs, or the amazing Ready-to-Fly indoor wonders made entirely of polymer, polystyrene, carbon fibre, and Mylar, the same growing pains have always arisen.

"The old timers, like me, sometimes have a difficult time embracing the new over the old. We think to ourselves... 'Heck, you should build that yourself! After all, isn't this all about flying what was born of your own hands?'

"The spirit of creation is definitely not all there is to our hobby. Those days when a digital proportional radio set cost half a month's salary are thankfully behind us. Gone are the days when an avi-



ation enthusiast with no time or ability to construct an RC airplane had to stand off to the side and watch. The choices of radio, aircraft and other vehicle designs can now bring awe to the mind. Indoor four-channel radio control models weighing UNDER 20 grams? WOW!

"Seeing how far we've come beckons the question: how far can we go?

"Lately, I think of all of the comrades we've lost to life's final reward. Those pioneers who first did what we do. How would those men and ladies feel about all that we now have? I believe they would be equally amazed by the strides we have taken. The hobby they founded is alive, vibrant, and new. It is available to so many people of many more walks of life.

"So, when you find yourself looking

at some new-fangled thingy that smart whipper snapper is puffing about, step over to them and welcome 'the new' into the home of 'the tried and true.' We need the new, the FPV, the quadcopters... all of them. These are truly days of constant and sporadic growth, change and evolution in every facet of life, and thankfully, in our hobby, the same is true."

Thank you, Carl.

Carl further mentions one event which is very special, coming up. Ali Machinchy will be flying some of his planes at the Niagara Region Model Flying Club at the Walker's field on Saturday, July 18th, or on Sunday as a rain day. Please check out the event! ✈

Milieu (E)



Roy Rymer 61172
Directeur de zone
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Je voudrais vous soumettre ce rapport de la part d'un de nos membres illustres de la zone E, Carl Cimprich:

CHANGEMENT

«Wow, comme les choses ont changé!

Plusieurs d'entre nous se souviennent probablement encore de l'équipement de type reed and escapement des émetteurs d'antan ou encore que quelqu'un ait possédé un précieux émetteur proportionnel à deux voies!

«Les matériaux que nous utilisons afin de construire nos maquettes étaient bien simples. Nous pouvions utiliser des bâtonnets et feuilles de balsa, le papier de

soie traditionnel, du vernis (dope) pour effectuer la finition et ainsi de suite.

«Maintenant, la liste des matériaux s'est accrue au point où nous en perdons notre latin. Les designs et la conception des avions miniatures aussi, qu'on fait voler à l'intérieur aussi bien qu'à l'extérieur.

«Il est fréquemment arrivé que ces

suite à la page 12

Northern (F)



Kevin McGrath 6401L
Zone Director
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GASTON BOISSONNEAULT 42053L

1943 - 2015

We have lost one of the great ones with Gaston's sudden passing on May 2, 2015.

He was a lifelong modeller, a leader member of MAAC, and Chair of the Jet and Indoor Committees.

Gaston was a successful businessman, but seldom mentioned his accomplishments publicly. However, when he took on a project such as the 'Blue Foamie', the results were predictable and he produced hundreds of these indoor models and sold them at cost to promote winter flying.

He constructed a flying field on his own land and this eventually blossomed into a new club known as "The Greater Sudbury Modelers".

The club has water on-site, fencing, a large permanent sun shade and the usual out buildings.

He also installed a dirt track for electric cars and encouraged youngsters in particular to use it.

He was a capable organizer and promoted and encouraged events such as the



spring Swap Meet in Sudbury and a Fun Fly at his home strip.

He was generous and we shall never know the number of disadvantaged modelers he quietly helped and encouraged financially or with equipment.

Gaston was also a keen competitor and in the last few years, he was interested in Scale Aerobatics (IMAC) and flew on the Canadian team at the championships in the U.S. last summer. He was gearing up for an active 2015 season.

Our zone wishes to thank the contingent of his out-of-town friends including Ivan Kristensen, Rick Kroeze, Paul McMillan, and Don McLellan from Southern Ontario, Ron Roy from Timmins, and Craig Knight from Sault-Sainte-Marie.

A large group of local modelers attended one of the visitations and or the funeral.

Our sincere condolences go to his beloved wife Anne Marie, and their extended family. ✈

Nord (F)



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GASTON BOISSONNEAULT 42053L

1943 - 2015

Nous avons perdu l'un des grands lorsque Gaston Boissonneault s'est éteint subitement, le 2 mai 2015.

Gaston était un modéliste depuis toujours, un membre Leader du MAAC et il avait présidé les destinées des comités de jets et de vol intérieur.

Gaston était un homme d'affaires accompli mais il s'en vantait rarement en public. Toutefois, lorsqu'il s'attaquait à un projet comme le Blue Foamie, les résultats étaient parfaitement prévisibles et il en a produit des centaines et les a vendus au prix coûtant afin de faire la promotion du vol intérieur, en hiver.

Il a construit un terrain de vol sur son

propre terrain et un club a lentement été créé, les Greater Sudbury Modelers. Le club dispose d'eau sur place, il est clôturé, un grand abri pare-soleil a été aménagé et on y retrouve bien sûr une cabane pour faire ses besoins. Il avait aussi installé une piste en terre battue pour les voitures électriques et encourageait particulièrement les jeunes à s'en servir. Il était un organisateur aux qualités que tous reconnaissent et il sans cesse fait la promotion et encourage les rassemblements tels la vente-échange (Swap Meet) du printemps à Sudbury ainsi que le Fun-fly, présenté à son terrain.

Il était généreux et nous ne saurons jamais combien de modélistes aux modestes moyens Gaston a aidés en silence, que ce soit sur le plan monétaire ou en fournissant de l'équipement.

Gaston était un vif concurrent et ces dernières années, il s'intéressait à l'acro-

batie de copies volantes (IMAC) et il avait évolué au sein de l'équipe canadienne lors du Championnat américain, l'été dernier. Il préparait déjà sa saison 2015.

Notre zone désire remercier le contingent d'amis vivant à l'extérieur de Sudbury qui s'est déplacé. On a noté la présence d'Ivan Kristensen, Rick Kroeze, Paul McMillan, et Don McLellan en provenance du sud de l'Ontario; Ron Roy depuis Timmins et Craig Knight de Sault-Sainte-Marie.

Un imposant groupe de modélistes locaux s'est présenté à l'une des séances de visite ou aux funérailles. Nos condoléances à son épouse bien-aimée Anne Marie ainsi qu'à la famille élargie. ✈

Ottawa Valley (G)



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Zone Director
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facebook.com/ZoneG.director

With the flying season well underway, it is time to start thinking about attending the Zone Fun Fly. Again, it will be held at the Arnprior club field. The preparation is near complete and the only thing left to chance is the weather.

Last year saw two perfect days of fun, friendship and flying with record attendance. This year's pre-registration is being done at FCF-lightdeck, this is a great service and I have noticed a number of clubs using it. Here is the link:

http://www.rcflightdeck.com/event_details.cfm?event_id=4372&id=4372.

Again this year, a number of Zone G members made the trip to South Carolina to attend the Joe Nall event. One take away was the event organizers' concerns about noise. This event is held on a full-scale airport in what seems like the middle of nowhere and the neighbours are apparently complaining about the noise.

UPPER CANADA FUN FLY
AUGUST 1 & 2 2015

9 AM START

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

**- Spectators
welcome
- Help support
the Food Bank**

Bring night flyers

Contacts :
Chris Malcomson
613-206-3433
chris.mireille@cogeco.ca

Space on site for
RV's and camping

Details @http://www.rcflightdeck.com/event_details.cfm?event_id=4372&id=4372
HOSTED BY THE
ARNPRIOR RC CLUB
5556 LOGGER'S WAY, RR1 ARNPRIOR ONT.
goto www.arccclub.com for directions
(c) 2009. Simon Nadler

It is a reminder to all that excessive noise can be the death of even the most established event or club. Keep 'em quiet! ✈

Vallée de l'Outaouais (G)



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Maintenant que la saison est résolument entamée, il est temps de songer au Fun-fly de la zone. Une fois de plus, il aura lieu au terrain du club d'Arnprior. Les préparatifs sont presque terminés et tout ce qu'on peut laisser à la chance, c'est le temps qu'il fera.

L'année dernière nous avait gâtés en matière de météo, de plaisir, d'amitiés renouées de vol et de participants. La préinscription se fera par le biais de FCFlightdeck, un service vraiment sensationnel et j'ai remarqué que d'autres clubs s'en servent. Le lien : [http://](http://www.rcflightdeck.com/event_details.cfm?event_id=4372&id=4372)

www.rcflightdeck.com/event_details.cfm?event_id=4372&id=4372.

Une fois de plus cette année, plusieurs membres de la zone G se sont déplacés en Caroline du Sud afin de participer au concours Joe Nall. Les organisateurs s'inquiétaient du niveau sonore. Bien que ce rassemblement soit présenté à un aéroport d'avions à l'échelle réelle au milieu de nulle part, il semble que les voisins se plaignent du bruit.

Cela sert à vous rappeler que l'excès de bruit peut sonner le glas d'un rassemblement ou d'un club pourtant bien établi. Abaissez le niveau sonore de vos maquettes! ✈

Colombie-Britannique (C) suite de la page 10

En dévoilant son APM, Transports Canada demandait des réactions. Voici notre occasion de nous impliquer. Si vous n'avez pas reçu un exemplaire de l'Avis, vous pouvez communiquer avec moi par courriel et je m'assurerai que vous l'obteniez.

ÉVÈNEMENTS ET NOUVELLES DE LA ZONE

Une remarquable brochette d'événements se prépare partout en Colombie-Britannique et au Yukon. Nous avons fixé la barre plutôt haut en organisant des rassemblements de copies volantes, des rencontres de jets, des Float-flies spectaculaires et j'en passe.

Là-dessus, vous recevrez sous peu une importante communication du MAAC sous forme de bulletin électronique, un projet qui deviendra bientôt réalité. J'encourage tous les modélistes à accepter cette forme de communication. Ce bulletin vaudra la peine d'être lu.

J'espère que vous vous plaisez autant que moi au sein de ce passe-temps. Gardez vos ailes à l'horizontale. Au plaisir de vous voir sur la ligne de vol.



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ASSEMBLÉE DE ZONE ET VENTE-ÉCHANGE

L'Assemblée annuelle de la zone côtière Colombie-Britannique aura lieu cette année au Sullivan Hall, situé au 6306, 152e rue à Surrey le dimanche 4 octobre à compter de 13 h. L'inscription débutera à midi et se terminera juste avant la réunion, à midi 55.

Nous organisons une vente-échange (swap meet) juste avant et après l'assemblée. Il n'y aura aucuns frais pour les tables mais tout ce que je demande, c'est que tout le monde donne un coup de main à disposer les tables et chaises au préalable et de les remiser et d'aider au ménage après la journée.

La salle sera ouverte à 10 h pour la vente et celle-ci se poursuivra jusqu'à midi 30. Il n'y aura pas d'activité de vente au cours de la réunion! Si vous ne voulez pas rester pour celle-ci, vous devrez retirer vos articles à vendre avant midi 30. La vente-échange se poursuivra après la réunion, et ce, jusqu'à 4h30.

LE LARGEST LITTLE AIRSHOW DE VICTORIA

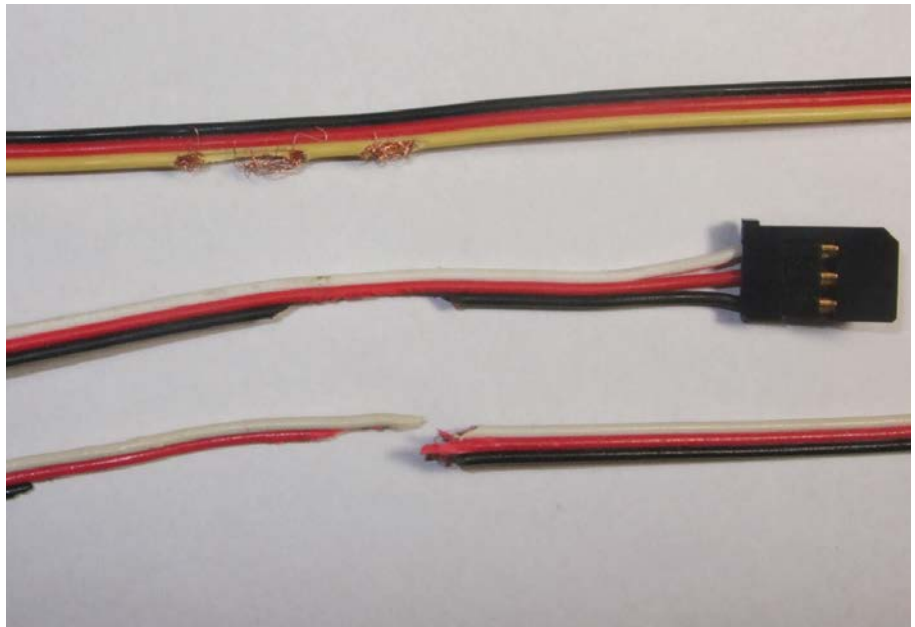
Celui-ci aura lieu les 8 et 9 août! Si vous n'y êtes jamais allé auparavant, inscrivez ces dates au calendrier et ne le manquez pas. Venez appuyer le Club VRCMS et son travail caritatif, amusez-vous et impliquez-vous au sein de l'une des meilleures opérations de relations publiques qui bénéficie à notre merveilleux passe-temps. Pour les détails, consultez le <http://www.vrcms.org/airshow.html>.

ASSEMBLÉE GÉNÉRALE ANNUELLE DU MAAC

L'Assemblée générale annuelle du MAAC s'est déroulée à Edmonton, le 19 avril dernier. Don et Judy McGowan (ce dernier, le directeur de la zone A), Bob et Sherry Wonitoy et tous les membres qui ont donné un coup de main méritent de gros remerciements pour leur dévouement envers le MAAC mais aussi pour le travail colossal qu'ils ont abattu.

L'A.G.A. s'est très bien déroulée, tout comme les réunions des Conseils exécutif et de direction qui ont précédé celle-ci. L'ébauche du procès-verbal de l'A.G.A. devrait être affichée au site Web (www.maac.ca) au moment où vous lirez ceci.

J'aimerais vous donner les détails afférents aux décisions qui ont été prises



Here is another good reason to check your models over before flying them. These wires have been chewed through by a field mouse and could have been the cause of an accident. / Voici une autre bonne raison de vérifier vos maquettes avant de les faire voler. Une souris des champs a grugé ces fils, ce qui aurait pu causer un accident.

mais cela prendrait trop d'espace. Je veux cependant élaborer sur l'une des décisions, l'engagement du Conseil de direction de placer les procès-verbaux de ses réunions au site Web, à compter de l'A.G.A. 2015.

Voilà quelques années, le même Conseil de direction avait décidé d'afficher les procès-verbaux de toutes les réunions des membres, de celle du Conseil de direction et du Conseil exécutif. Malheureusement, cela ne s'est pas passé comme prévu en raison de la façon dont nous rédigeons les procès-verbaux (les renseignements personnels qu'ils renfermaient), de la traduction des mêmes procès-verbaux, puisque nous étions en train de modifier le site Web et en raison d'autres facteurs.

Si vous voulez vous procurer le procès-verbal des réunions qui ont précédé l'A.G.A., cela est disponible, moyennant que vous demandiez au personnel du siège du MAAC de les consulter ou si vous payez de légers frais afin de vous les faire poster.

UN COUP DE POUCE POUR LA PAGE FACEBOOK?

Le dernier point dont je voudrais traiter, c'est ma demande personnelle afin que quelqu'un gère une page Facebook pour la zone côtière (H). J'apprécierais

beaucoup que quelqu'un qui a le temps et l'expertise se manifeste au nom de la zone. J'aiderai de mon mieux mais mon expérience avec ce médium est plutôt limitée.

Communiquez avec moi si vous pouvez donner un coup de pouce. ✈

BC Coastal (H)

From page 17

the minutes, we were in the process of changing websites and other contributing factors.

If you require meeting minutes before the AGM, they are still available by giving notice of intent to view to MAAC headquarters or by paying a nominal fee and having them mailed to you.

NEED HELP FOR THE B.C. COASTAL FACEBOOK PAGE

The last thing I would like to cover is a personal request from me for a volunteer to manage a B.C. Coastal Zone (H) Facebook page. I would sure appreciate it if someone had the time and expertise to manage this for our zone. I will assist where I can but I have limited experience with this medium.

Please contact me if you can help with this new adventure. ✈



Bob Stoval with his DHC-2 Beaver at the Victoria Radio Control Model Society (VRCMS) Cowichan Lake Float Fly, September 2014. Bob scaled this beautiful model after the Pacific Western CF-FHB. The model is powered by Saito 100 four-stroke and has a 96" wingspan. Bob Jestico of VRCMS is now the proud owner of this model. / Bob Stoval et son DHC-2 Beaver au Float-fly de Cowichan Lake de la Victoria Radio Control Model Society (VRCMS), en septembre 2014. Bob a reproduit le véritable appareil CF-FHB de Pacific Western. Cette maquette est mûe par un quatre-temps Saito 100 et possède une envergure de 96 pouces. Bob Jestico, un membre de la VRCMS, possède maintenant cet appareil.

Bill Rollins 27460L
Zone Director
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B.C. COASTAL ANNUAL ZONE MEETING AND SWAP MEET

The 2015 B.C. Coastal Annual Zone Meeting (AZM) will be held at the Sullivan Hall at 6306-152nd Street, Surrey, B.C., on Sunday October 4, 2015 at 1:00 p.m. Registration for the AZM will start at 12:00 noon and close at approximately 12:55 p.m.

We will be running a Zone Swap Meet before and after the AZM. There is no charge for tables for this event; all I ask is that everyone help with the table and chair set-up before the Swap Meet and AZM and to help put everything away and clean-up afterwards.

The Hall will be open at 10:00 a.m. for the Swap Meet, which will run until 12:30 p.m. There will be no Swap Meet Activity going on during the AZM Meeting! If you do not wish to stay for the

meeting, you must remove your items before 12:30 p.m. The Swap Meet will continue after the Annual Zone Meeting until 4:30 p.m.

VICTORIA'S LARGEST LITTLE AIRSHOW 2015

August 8th and 9th! If you haven't had the chance to attend before, mark the date on your calendar so you don't miss this great show. Come on out and support VRCMS with their ongoing charity work, have a great time and be involved in the best public relations benefit to our wonderful hobby that I have ever seen. Check out <http://www.vrcms.org/airshow.html> for complete details on this event.

MAAC ANNUAL GENERAL MEETING

The 2015 MAAC Annual General Meeting was held in Edmonton on April 19 this year. Don and Judy McGowan (ZD-A), Bob and Sherry Wonitoy and all the members who helped out and attended the meeting deserve a special

thank you for their dedication to MAAC and a job well done.

The AGM went over very well as did the Executive and Board of Directors Meetings that preceded the AGM. The draft minutes of the AGM should be posted on our maac.ca website by the time you read this zone report.

I would like to fill you in on all the details and decisions that were made at the AGM but it would take up far too many pages to do so. I do want to elaborate on one of the decisions and that was to re-confirm the Board of Directors' commitment to putting our Minutes on the new website, starting with the 2015 AGM.

A few years back, the same Board of Directors made a decision to post all Members Meeting, BOD Meeting and Executive Meeting minutes on the MAAC website. Unfortunately, this did not happen as planned and was the result of the way we took minutes (personal information in the minutes), translation of

continued on page 16



Jean Paul Le Guilcher 17859
Directeur de zone
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Le F-18 d'un modéliste (je n'ai pu recueillir son nom), voté choix du public. / A magnificent F-18 from a modeler whose name I did not catch, but it won the Public Choice award.

Bonjour à tous!

Comme c'est ma toute première chronique, je vais en profiter pour me présenter. Je suis natif de Lauzon près de Québec, mais très jeune, mes parents et moi somme démenagés à Baie-Comeau où j'habite toujours.

La passion de l'aviation m'a été transmise par mon père qui lui, l'a reçu du sien. J'ai débuté mon cours de pilote privé à Mont-Laurier en 1975, pour le compléter à Baie-Comeau en 1983. J'ai eu la piqure de l'aéromodélisme en 1977, et la passion me suit toujours, 38 ans plus tard. Mon goût est pour les avions de type ancien et surtout à l'échelle un quart... sur roues, skis ou flotteurs!

Vu la distance, je ne pourrai assister à tous les événements mais à défaut de pouvoir y être moi-même, mon adjoint, Martin Lefebvre ou mes assistants Michel Martin, Dale Patry ou Gaétan Guillemet se feront un plaisir de représenter le MAAC!

À tous les membres du MAAC, région Québec, je vous souhaite une bonne saison de vol.

Voici une lettre de remerciement de Bernard Chamberland suite à la tenue du 32e Salon du modèle réduit de Québec :



Le Fairchild A-10 de Martin Lefebvre. / Martin Lefebvre's Fairchild A-10.

LE 32E SALON DU MODÈLE RÉDUIT DE QUÉBEC 28 ET 29 MARS 2015

«Plus de 120 modèles ont été exposés dans le gymnase de l'Externat St-Jean-Eudes.

«Un nouveau record a été établi en ce qui concerne le nombre de visiteurs qui a frôlé les 1 000 entrées.

«Nous avons profité de cette occasion pour honorer Martin Lefebvre qui a été intronisé au Temple de la renommée du MAAC et pour remettre les certificats de

Leader à Marcel Lahaie, Jean-Guy Lafond et Éric Desrosiers. Le président du MAAC, Claude Melbourne, et le directeur de la zone Québec, Rodger Williams, ont remis ces honneurs aux quatre récipiendaires.

«Je remercie le C.A., les commanditaires, les bénévoles et les exposants qui ont fait de ce salon une réussite incroyable.

«On se reverra dans deux ans pour le 33e Salon du modèle réduit.» ✈

Québec (I)



Jean Paul Le Guilcher 17859
Zone Director
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Hello, everyone!

Since this is my very first column, I will take this opportunity to introduce myself. I originally hail from Lauzon (near Québec City) but when I was very young, my parents and I settled in Baie-Comeau (North Shore) and I still live there.

My father transmitted this passion for aviation, as had done his father for him. I started my private flying licence in Mont-Laurier (Upper Laurentians of Québec) in 1975 and I completed it in Baie-Comeau in 1983. I was bitten by the aeromodelling bug in 1977 and the passion is still with me, 38 years later. I lean towards vintage aircraft, mostly with quarter scale... be it on wheels, skis or floats!

Since I live a great distance away, I will not be able to attend all events. But short of being there myself, my deputy Martin Lefebvre or my assistants Michel Martin, Dale Patry or Gaétan Guillemet will gladly show up to represent MAAC!

To all MAAC members in the Québec area, I hope you have a tremendous flying season.

Here is a letter of thanks from Bernard Chamberland in regard to the 32nd Salon du modèle réduit de Québec (Québec model exhibition):



De g.: Éric Desrosiers, Jean-Guy Lafond, Rodger Williams, Martin Lefebvre, Marcel Lahaie et Claude Melbourne. / From l.: Éric Desrosiers, Jean-Guy Lafond, Rodger Williams, Martin Lefebvre, Marcel Lahaie and Claude Melbourne.

THE 32ND SALON DU MODÈLE RÉDUIT DE QUÉBEC MARCH 28-29, 2015

"Over 120 models were on display in the Externat Saint-Jean-Eudes gymnasium.

"A new record of attendance was set with close to 1,000 visitors.

"We took this opportunity to recognize Martin Lefebvre who was inducted in the MAAC Hall of Fame and to hand over

Leader certificates to Marcel Lahaie, Jean-Guy Lafond and Éric Desrosiers. MAAC President Claude Melbourne and Québec Zone Director Rodger Williams performed the honours.

"I thank the Board, the sponsors, volunteers and exhibitors who played a major role in making this event a success.

"See you in two years for the 33rd edition of the Salon du modèle réduit." ✈

MAAC AGM

suite de la page 8

commander aux membres présents à l'A.G.A. s'il y a lieu de l'approuver ou de la rejeter.

Pendant la journée finale, toutes ces résolutions et recommandations sont soumises à l'A.G.A., où les membres peuvent en discuter pour ensuite passer au vote.

Il m'a fait très plaisir de voir à quel point les membres du Conseil de direc-

tion ont fait preuve de professionnalisme et de courtoisie, en plus d'inviter les réactions lors de l'assemblée proprement dite. Ces bénévoles dévouent une énorme quantité de temps aux réunions et aux activités de zone. Sans ce dévouement à l'endroit de notre passe-temps et sport, nous ne pourrions jouir de tous les bénéfices actuels. Conséquemment, j'aimerais remercier chacun des membres du Conseil de direction; chacun n'épargne

aucun effort afin de travailler pour les membres du MAAC.

En résumé, je comprends mieux comment fonctionne le MAAC ainsi que le processus de prise de décision, histoire d'améliorer ses opérations. Avec un peu de chance, ce compte-rendu vous aidera aussi à comprendre. ✈

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St Lawrence (J)



Steve Woloz 7877L
Directeur de zone
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LEARN TO FLY PROGRAM

We are pleased to announce that MAAC / City of Côte-Saint-Luc Learn To Fly Program has completed very successfully with eight new MAAC members. Based on participant feedback, we have learned of improvements for future programs. In the big picture, this was worthwhile for all concerned.



From left / De g.: Nuan Cheng Yang, Marvin Ostin, Igor Kilunov, Nika Yasman, Steve Woloz, Mark Goldsmith, Marc Antoine Regan-Lucier, Yoan Mathys.

We wish to thank and Gary Stephens of Great Hobbies, Peter Grant of Ted's Hobby Shop for the items they supplied. We are also most appreciative for the support of Harold Cammy, Manager of Parks and Recreation for the City of Côte-Saint-Luc, the Suburban Newspaper and the Free Press for all advance publicity.

Truly, this program demonstrates winning team attitude, effort and results.

UNDERSTANDING CURRENT REGULATORY SITUATION WITH TRANSPORT CANADA

Based on the suggestion of Jeremy Cartlidge, MAAC UAV Committee chair-

man, the Saint-Laurent zone hosted a seminar for all club representatives to educate all MAAC members of the importance of understanding the current regulatory situation with Transport Canada.

We must note that Transport Canada has not approved the MAAC Safety Code as a complete alternative and we must also note that failing to respect TC guidelines may result in a field shutdown. Our goal is to build mutual trust and cooperation with government officials.

Jeremy made an excellent PowerPoint presentation that is now posted on the MAAC website under the heading "Transport Canada".

Key recommendations for all clubs:

1. Check what class of airspace is vertically above and horizontally close to the club field. See Canadian Airspace Viewer to learn more: http://www3.telus.net/cschwab/viewer/canadian_airspace.html
3. Look out for low-level VFR routes close by (used by full-size aircraft).
4. Have a contingency plan for fly-aways.
5. Check for restricted airspace and develop procedures if necessary.

6. Check for nearby aerodromes and develop procedures if necessary.

7. Stay below 90 metres or develop mitigation procedures.

INCENTIVE TO RECRUIT MAAC MEMBERS

In order to recruit new MAAC members in our zone, we have decided to launch a special growth Incentive plan. It will be based on greatest increase in membership using a formula incorporating actual as well as percentage growth to be fair to small and large clubs alike. To be eligible, all interested clubs must communicate with Steve Woloz (me) no later than July 31, 2015 and state their actual number of junior and senior members separately for the prior years covering 2012; 2013; 2014. First, second and third greatest growth will be awarded by 3, 2, 1 free annual club membership.

ANNUAL ZONE MEETING

Our Annual Zone Meeting will occur Saturday October 24, 2015 at the École des métiers de l'aérospatiale de Montréal, 5300 rue Chauveau, Montréal, H1N 3V7. Please note that this year, the position of Zone Director will be open for election. Anyone wishing to place his/her candidacy must do so in writing to the MAAC office as well as to the current Zone Director a minimum of 30 days prior to the meeting. More details will follow shortly. ✈

St Laurent (J)



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PROGRAMME D'APPRENTISSAGE DU PILOTAGE

Nous avons le plaisir de vous annoncer que le programme d'apprentissage du pilotage MAAC / Ville de Côte-Saint-Luc s'est conclu après avoir remporté beaucoup de succès; huit modélistes sont maintenant des membres du MAAC. Selon les commentaires des participants, nous apporterons des améliorations en prévision de prochaines éditions. En gros, tout le monde estimait que le projet en a valu la peine.

Nous désirons remercier Gary Stephens de Great Hobbies et Peter Grant de Ted's Hobby Shop pour les articles

qu'ils ont fournis. Nous apprécions aussi beaucoup l'appui d'Harold Cammy, gestionnaire des parcs et loisirs à la Ville de Côte-Saint-Luc, du Suburban Newspaper et du Free Press pour les articles rédigés en prévision de cette formation.

Ce programme a montré que tout le monde avait adopté un esprit d'équipe, qu'un bon effort a été déployé et que le tout s'est soldé par des résultats probants.

COMPRENDRE LE CONTEXTE DE TRANSPORTS CANADA

Après une suggestion du président du Comité des véhicules aériens non habités (Unmanned Aerial Vehicles ou UAV en anglais), Jeremy Cartlidge, la zone Saint-Laurent a été l'hôte d'un atelier de

représentants de club afin de sensibiliser tous les membres du MAAC à l'importance de comprendre le contexte réglementaire de Transports Canada.

Nous devons relever le fait que ce ministère fédéral n'a pas approuvé le Code de sécurité du MAAC à titre d'alternative complète; de plus, si nous ne respectons pas les lignes directrices du ministère, des terrains de vol pourraient être fermés. Notre objectif, c'est d'établir un rapport de confiance et de coopération mutuelles avec les haut-placés gouvernementaux.

Jeremy a réalisé une excellente présentation PowerPoint qui est maintenant affichée au site Web du MAAC sous l'onglet «Transports Canada»

suite à la page 24

Saskatchewan (K)



Craig Ekstrand 67884
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Well, the 2015 AGM and face-to-face Board meeting for MAAC has recently come and gone in Edmonton. Maybe I am a little strange but I must admit that I really enjoyed the several days of Board meetings and participating in my first AGM with MAAC.

THANK FOR THE VISIT

First of all, a big thank you to Don McGowan and his group for putting on and hosting a great event. With all the activities throughout the weekend, a lot of time and effort had to have been put into the planning and every detail was taken care of. Thanks for being such a great host.

For me, one of the best parts being a newer Zone Director was the opportunity to get to know each of the other directors. Normally, our Board meetings are held via conference call but there is something to be said about getting to know others face-to-face. Each day was full of meetings, debates and conversations that began over breakfast, ending late in the evening over a couple of drinks. What became apparent to me very quickly was how passionate each of your directors is for this

hobby, the people they represent and this organization we call MAAC.

The weekend is not only about socials or having fun and games. The MAAC Board does work hard at each meeting, this one included, taking the responsibility of guiding this organization forward seriously. This group has the accountability to govern the corporation. Along with this comes the need to implement policies and procedures designed to meet the pri-



orities of our stakeholders. Currently, our planning process has four pillars for us to focus on: insurance; governance; growth; and competition, each designed to move us towards our mission of "To join because you want to."

LOOKING FORWARD

I can say that I will be a better director going forward, knowing all the hard work and effort put in by my fellow teammates. Thank you to Claude Melbourne and the entire past executive for your dedication over the past several years. You have set a strong foundation for us moving forward. Congratulations to Rodger Williams, our new president, I look forward to working with you and the Executive Committee.

This is an exciting time to be in our hobby as never have we had so many options. As a director of MAAC, I look forward to seeing how we will evolve and move forward.

ALBERTA AVIATION MUSEUM

As part of our AGM weekend, we had the opportunity to visit the Alberta Aviation Museum in Edmonton. If you get the chance, please stop in and check them out. The volunteers from the museum were gracious enough to stay late, giving us

ample time to step back in aviation history.

You can find more information about them at www.albertaaviationmuseum.com. ✈

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Eh bien, l'Assemblée générale annuelle 2015 et la réunion face à face du MAAC sont passées à l'histoire à Edmonton. Cela peut vous sembler étrange mais j'avoue que j'ai eu beaucoup de plaisir à prendre part aux discussions de plusieurs jours et à participer à ma première A.G.A. au sein de notre organisme.

MERCI DE LA VISITE

En premier lieu, un gros merci est de mise à l'égard de Don McGowan et de son groupe pour l'organisation d'un bien bel événement. Avec toutes les activités que recelait la fin de semaine, il était clair que beaucoup de temps et d'effort ont été déployés afin de voir à tous les détails. Merci d'avoir été de si bons hôtes.

Pour moi, l'un des meilleurs aspects d'être un nouveau directeur de zone, c'était l'occasion de rencontrer les autres directeurs. Normalement, les réunions du Conseil de direction se déroulent par conférence téléphonique mais on ne peut minimiser l'importance de se rencontrer en personne. Chaque jour avait sa part de réunions, débats et conversations qui débutaient au déjeuner pour se terminer en soirée en dégustant une consommation. Ce que j'ai vite constaté, c'est à quel point chacun de vos directeurs est passionné, à quel point ils veulent représenter leurs membres et à quel point ils aiment cet organisme que nous appelons le MAAC.

La fin de semaine n'est pas seulement synonyme d'activités sociales et ludiques. Le Conseil de direction du MAAC travaille très fort à chacune des réunions -- y compris cette plus récente -- et se sent responsable de guider l'organisme avec tout le sérieux requis. Ce groupe est redevable envers la gouvernance de la corporation. Cela implique qu'il faille appliquer des politiques et des procédures visant à atteindre les objectifs de nos intervenants. À l'heure actuelle, notre processus de planification s'exprime par la voie de quatre piliers : assurance, gouvernance, croissance et compétition, chacun se voulant une façon



d'articuler notre mission, «Joindre le MAAC parce que nous le voulons bien.»

REGARD VERS L'AVENIR

Je peux dire que je serai un meilleur directeur maintenant que j'ai pris conscience de tout le travail qu'abattent mes collègues. Merci à Claude Melbourne et à l'ancien exécutif pour votre dévouement au cours des années. Vous avez jeté de bonnes assises afin que nous puissions poursuivre la route. Félicitations à Rodger Williams, notre nouveau président; j'ai hâte de travailler avec vous et avec le Comité exécutif.

C'est une époque très excitante au sein de notre passe-temps et jamais auparavant n'avons-nous eu la chance de nous épanouir en tant de volets. À titre de directeur du MAAC, j'ai hâte de voir comment nous évoluerons.

L'ALBERTA AVIATION MUSEUM

Dans le cadre de la fin de semaine de l'A.G.A., nous avons eu la chance de nous déplacer à l'Alberta Aviation Museum, à Edmonton. Si jamais vous en aviez la chance, arrêtez et achetez votre billet d'entrée. Les bénévoles du musée ont été gracieux en demeurant sur place plus tard, de sorte à ce que nous puissions reculer dans le temps.

Vous trouverez d'autres renseignements sur le musée au www.albertaaviationmuseum.com. ✈

Sud ouest (M)

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BAa.

Ou encore, vous pouvez vous rendre au site RC Canada sous l'onglet «General Discussion» afin d'y lire le groupe de discussion qu'a lancé Marc Sharpe, intitulé «Transport Canada Just Released NPA, <http://goo.gl/Ijgn0E>».

LE TERRAIN DE SKYHARBOR EN PÉRIL

Nos cœurs n'ont fait qu'un bond lorsque nous avons appris que les Skyharbour Modelers de Goderich ne pouvaient plus faire voler des maquettes à leur aéroport local. Nous avons rapidement effectué un branlebas de combat afin d'organiser une délégation en prévision de l'assemblée du Conseil municipal.

Jeremy Cartlidge, Richard Barlow et Marc Sharpe, de nos comités d'appareils aériens non habités (Unmanned Aerial Vehicles, ou UAV en anglais) et de Transports Canada ont offert des conseils et des arguments de discussion.

Darryl Carpenter, président du Club, a consacré plusieurs heures à peaufiner sa présentation devant les élus. L'ancien président Jeff Squire était le porte-parole de la délégation et a défendu le Club avec brio. Le Conseil a adopté la résolution voulant que les vols depuis l'aéroport se poursuivront et que le Club et la Ville de Goderich formuleront une entente formelle. Celle-ci a été adoptée à l'unanimité et nous sommes très heureux de cette décision.

ÉVÈNEMENTS DE L'ÉTÉ

Les rassemblements de club battent leur plein, de même que des activités de vol circulaire, des Fun-flies, des rassemblements de copies volantes et de jets... Nous avons de tout. Planifiez donc vous rendre à quelques-us. Vérifiez le site Web du MAAC – sous la rubrique des nouveautés – afin de lire de plus amples détails.

Dernier rappel aux intéressés qui voudraient converger vers Gooderich (ville très axée sur le tourisme) à l'occasion de notre Fun-fly de zone, du 14 au 16 août. Si ce n'est pas encore chose faite, veuillez vous inscrire et réserver un séjour au motel, sinon quoi vous serez déçus. Au plaisir de vous voir dans l'aire des puits. ✈

South West Ontario (M)



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TOLEDO 2015

The Southwest Zone handled the set-up and staffing of the MAAC booth in Toledo once again, quite a privilege really. Paul Sousa, Peter Douppnik, Bryan Hewitt, Bryan Mailloux, Jonathon McCandless, Bob Bennett, Joshua McCandless were on hand to meet and greet the crowd. MAAC President Claude Melbourne and Vice President Kevin McGrath attended and helped out too.

This year, we had a 'Guest Book' and simply asked visitors for their name, club affiliation and any comments they had. The comments ranged from 'Go Canada,' 'we like your colors,' to 'insurance is important.' All were very positive. Well over 100 signed, but many did not.

For their efforts to sign our book and talk with us, visitors had their choice of MAAC stickers. We had Tom Cruise stop by the booth, he now has MAAC stickers.

The most common topics we discussed with members were Transport Canada, insurance and events. We will have a new location for our booth next year and we anticipate even more traffic and great neighbours beside us.

NETWORKING AT TOLEDO

We met with AMA President Bob Brown and Executive Director Dave Matheson to discuss the challenges that both organizations are currently facing. The concerns with the FAA and Transport Canada (TC) are similar and will lead to continued enjoyment of model aviation for all. We look forward to additional meetings and dialogue throughout the year.

TRANSPORT CANADA

Transport Canada has released their NPA, Notice of Proposed Amendments. This entire document deserves your attention as it will affect every one of us. Expect the Legislation to be in place sometime next year. A comment period is now open until the end of August. The document can be read at

<http://goo.gl/HXwBAa>.

Or one can simply go to RC Canada under General Discussion and read the thread that Marc Sharpe has started entitled Transport Canada Just Released NPA, <http://goo.gl/Ijgn0E>.

SKYHARBOUR FIELD AT RISK

Our hearts skipped a beat when we learned that the Skyharbour Modelers of Goderich could no longer fly at their local airport. The wheels were put into mo-

tion quickly to organize a presence at the Goderich Town Council Meeting to address this.

Jeremy Cartlidge, Richard Barlow and Marc Sharpe from our UAV and Transport Canada committees provided guidance and discussion points.

Club President Darryl Carpenter put in a lot of hours organizing this presentation to Council. The club's Past President Jeff Squire was the spokesman and made a fine presentation.

Council moved that flying at the airport will continue and that Skyharbour and the Town of Goderich will enter into a formal agreement. It was a unanimous YES and we are so pleased with this decision.

SUMMER EVENTS

Club events are in full swing, control line, Fun Flys, scale, jets, and competition, we have it all. Make your plans to attend. Check the "NEW" MAAC website for event details.

This will be the last call to everyone for our Zone Fun Fly in the tourist friendly town of Goderich, August 14 to 16. If you haven't already, please register and book your motels to avoid disappointment. See you in the pits. ✈

Sud ouest (M)



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TOLEDO 2015

Une fois de plus, la zone du Sud-ouest s'est occupée du montage et d'occuper le stand du MAAC à Toledo; c'était un privilège, en fait. Paul Sousa, Peter Douppnik, Bryan Hewitt, Bryan Mailloux, Jonathon McCandless, Bob Bennett et Joshua McCandless étaient de la partie afin de rencontrer le public. Le président du MAAC, Claude Melbourne et le vice-président Kevin McGrath sont venus faire un tour afin de donner un coup de main.

Cette année, nous avons ouvert un livre d'invités et nous demandions aux passants d'y inscrire leur nom, appartenance de club et de rédiger un commentaire, s'ils le désiraient. Les commentaires al-

laient de « Go Canada » à « Nous aimons les couleurs (du stand) » à « L'assurance, c'est important ». Tous ces commentaires étaient très positifs. Plus de 100 personnes ont signé et plusieurs autres ne s'en sont pas prévalués.

En guise de remerciement pour une annotation au livre d'invités, les visiteurs pouvaient choisir un décalque du MAAC. Tom Cruise s'est arrêté au stand et nous lui avons remis un collant du MAAC.

Les sujets les plus en vogue étaient Transports Canada, l'assurance et les événements. Nous aurons un nouvel emplacement l'année prochaine et nous nous attendons à accueillir davantage de gens et de pouvoir échanger avec des voisins de kiosque sensationnels.

RÉSEAUTAGE À TOLEDO

Nous avons rencontré le président de l'AMA américaine, Bob Brown, et son

directeur général Dave Matheson afin de discuter des défis que doivent relever nos deux organismes. Les inquiétudes relativement à la FAA américaine et à Transports Canada se ressemblent et nous devons assurer l'avenir de l'aéromodélisme, au nom de la détente. Nous avons hâte de prendre part à d'autres réunions et à entretenir le dialogue tout au long de l'année.

TRANSPORTS CANADA

Transports Canada a dévoilé son Avis de proposition de modification. Le document entier mérite que vous vous y attardiez puisqu'il nous affectera tous. Attendez-vous à ce que la législation soit appliquée au cours de la prochaine année. Une période de commentaires a été allouée jusqu'à la fin août. Vous pouvez lire le document au : <http://goo.gl/HXw->

suite à la page 22

Voici les recommandations clés à l'intention de tous les clubs :

1. Vérifiez quelle catégorie d'espace aérien (selon Transports Canada) se trouve au-dessus et autour (horizontalement) du terrain de votre club. Consultez Canadian Airspace Viewer : http://www3.telus.net/cschwab/viewer/canadian_airspace.html
2. Vérifiez s'il se trouve des routes VFR à basse altitude non loin (qu'utilisent les aéronefs à l'échelle réelle).
3. Adoptez des procédures dans l'éventualité d'un fly-away (une maquette qui s'éloigne, hors de contrôle).
4. Vérifiez la présence de l'espace aérien restreint et adoptez des procédures, au besoin.
5. Vérifiez la présence d'aérodromes tout près et adoptez des procédures, au besoin.
6. Maintenez votre maquette à moins de 90 mètres ou adoptez des procédures d'atténuation, au besoin.

ENCOURAGEMENT AU RECRUTEMENT

Histoire de recruter de nouveaux membres du MAAC au sein de la zone, nous avons décidé de lancer un plan favo-

risant la croissance. Celle-ci sera basée sur la plus grande croissance du nombre de membres à l'aide d'une formule faisant état de la croissance réelle et de la croissance du pourcentage afin d'être juste envers autant les petits clubs que les plus gros. Pour être admissibles, les clubs devront communiquer avec moi au plus tard, le 31 juillet 2015 et déclarer quel est le nombre de membres cadets et aînés, séparément, pour les années 2012 à 2014. Les trois plus fortes croissances dénotées vaudront à leur club d'une à trois adhésions gratuites auprès du MAAC.

ASSEMBLÉE ANNUELLE DE ZONE

Notre Assemblée annuelle de zone aura lieu le samedi 24 octobre 2015 à l'École des métiers de l'aérospatiale de Montréal (5300, rue Chauveau à Montréal, H1N 3V7). Notez que cette année, le poste de directeur de zone sera soumis à une élection. Quiconque voudrait poser sa candidature doit en avvertir par écrit le siège du MAAC et le directeur de zone actuel (moi) au moins 30 jours avant ladite assemblée. D'autres détails suivront. ✈

proved. Gernot Bruckmann won the World Championships again and his flights were impressive to watch. It is sometime difficult to be amazed by the top pilots after we get used to watching them. They were really good in 2013 and they were even better this time. It is relatively easier for the pilots down the order to improve and that's what happened as the lowest normalized scores were higher.

We learned a few more tricks to improve our level and hopefully we could do just that in 2017.

THE MANAGER POINT OF VIEW

I took over the manager position about three months before the event. Richard had send the pre-registration and got sponsors to print t-shirts.

The final registration forms and fees (3500\$) were send in mid-December. Once in a while, I was checking with the other members to ensure their preparation was going well. I was the manager in 2013 but the team had doubled so it was a bit more work. I used the Team Manager Guide prepared by Dave Rea-ville as a reference.

Once we got to Poland, I participated in the manager's meetings and I was transferring the information to the team. During the practice and contest I was keeping track of the time and when each of the team pilot had to be ready for his turn. It happened once that I had to run to the hotel to get Paul for his flight.

Before the event, the pilots have to practice and get their equipment ready. During the event, the pilots have to focus on their flying while the manager has to look after the other stuff. A dedicated team manager would help our performance for sure.

CONCLUSION

F3P is very new in Canada and we are not ready to be in the final or even the top 20. However with the potential of young pilot like James, there may be a chance in the future.

We'll need more contests in Canada and more work will have to be done to promote F3P and the F3P team. ✈

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2015 F3P Indoor Aerobatics W/C Report



by Xavier Mouraux)

THE TEAM

The F3P Canadian Team was selected at a team trial in November 2013 and was composed of three senior pilots (Paul Hepworth, Patrick MacKenzie and myself, Xavier Mouraux) and one junior pilot (James Millson, 9 years-old).

THE SITE

The World Championships was held inside the BGZ arena in Pruszkow, about 20 km west of the Warsaw Chopin Airport, Poland. The full team were staying at the Victor Hotel just next door so there was no real need for a car. Taxi from the airport was about 35\$.

TRAVELING

Most of the team travelled from Toronto with a stop in London while I left from Montreal, also stopping in London. The airplanes were in wood boxes checked in as extra luggage, costing about 100\$ per box. Pat and Xavier had removable wings on their plane that made the box a lot smaller and easier to handle and fit in cars. James and Paul had boxes about twice as big.

All boxes arrived in good shape but Paul's primary airplane was badly damaged when foam support unglued itself and moved around in the box. Paul and Pat worked all evening to fix it and it was ready for the practice flights on Saturday morning.

THE FLYING AREA

There were no walls to hit but there were some banners suspended from the ceiling and flag post created some limits that still give a lot of room. The ceiling was probably 80 feet high in the center. We are used to fly in school gymnasiums in Canada so the practice days were very useful to adjust the size of the maneuvers and take advantage of the available space. Flying larger maneuvers gives more time to perform point rolls in particular.

The light inside the arena is mostly sunlight coming thru the glass walls all around and the many windows in the ceiling. It proved to be a bit disturbing for the pilots and judges at different time of the day. Sometimes the light would flash on the plane or would make the airplane disappear!

Practicing at different times of the day proved to be useful.

It is easy to imagine that light airplanes don't like turbulence in the air so the ventilation was stopped during the contest. It was noticed by during practices that earlier the day, there was some turbulence. The organizers decided to stop the ventilation earlier in the day so the air has time to stabilize before the flying starts.

PRACTICE

As is the case in most big events, practice at the site was organized with a flight order set by the organiser. Each pilot had three flights. Canada was in group one so we flew from 8am to about 11am on Saturday morning. Each of the four groups had 14 pilots and the flying stopped around 8pm.

Sunday saw only one flight per pilot and the afternoon was for judges training, manager's meeting and opening ceremony. Monday was the last chance to get ready. Canada was in the third group, flying from two pm to 5 pm.

CONTEST TIME

There were 10 judges, separated in two panels of five plus a backup, with representation from three continents. Each pilot would have two preliminary flights on Tuesday. One in the morning and one in the afternoon. The peculiarity was that half of the pilots had flown rounds one and two while the other half would have flown rounds three and four. It means that we would have to wait for the end of the second day to have a clear view of the order.

RESULTS

James was attracting a lot of attention right from the start of the event and he handle it very well. James used a Victory airplane and a Lantsov contra and he flew his best when it counted. He was rewarded with the 51st position overall, and second place Canadian. He also received a special award for the youngest contestant, accompanied with a Spektrum DX8 radio.

Patrick had built an Elanor 2015 with Glavak contra motor, incorporating removable wings modification that attracted the attention of the Elanor designer. He was very appreciative of the nice work. Pat had also practiced as

much as possible and he received scores that were on average 24% closer to the champion than at the first WC two years ago. He was happy with that. He finished 54th.

Paul built a Trivia 2 using a Glavak contra motor for the event and he really liked it when practicing in Canada. The damages during the trip affected the performances of the plane even after it was repaired. Paul didn't get the scores he was looking for and was disappointed with his 52nd place finish.

I had built an Elanor 2014 with a Glavak contra motor, modified with removable wings. It wasn't done as nicely as Pat's but it worked. The plane had almost 90 flights before arriving in Poland so I was well used to it. He had consistent flights with only 34 normalized points between his four rounds. I was happy with my 15% improvement compared to the champion, and my 49th place finish.

The team classification is calculated using the first three pilots, including the juniors. Canada placed 14 out of 17 countries. The full results and the technical specifications of the airplanes are available on the event website: <http://f3p-wch2015.pl/results/>

EVOLUTION

F3P is a relatively new discipline so evolution is fast. At the first WC, there were a few contra motors. This time around, there were only four or five single prop airplanes. Same for the airframes. There were just a few carbon fiber airframes in 2013 and most planes were made of milled foam. In 2015, there were many carbon frames and all the others were foam and Mylar structures. There was only one different airplane with a frame made of balsa and Mylar. This last one was a little heavy but there is potential to improve on the concept.

The heavier airplanes in 2013 were around 150g, while this year the heavier were around 100g. The lightest airplane went from 78g to 38g. All this for the same size of airplane if not larger. It is now possible for most pilot to build an airplane under 100g without too much difficulties.

THE FLYING

With the improvements on airplanes in every aspects, the flying has also im-

continued on page 24

Saugeen RC Flyers Celebrates 50 Years!



by George Garlock

Just two years after its founding, the Saugeen RC Flyers put on a show for an audience of 1,000 spectators at what's now the Hanover Municipal Airport in Central Ontario. The occasion was to celebrate Canada's 100th anniversary.

This year the Saugeen Club celebrates its 50th anniversary of continuous operation thanks in large part to its original founders, both still active flyers.

The two founders are 92-year-old Artie Lobsinger, a WW2 RCAF Lancaster Bomber tail gunner, and 81-year-old Gary Rahn, whose electronic skills were much sought in the 'do-it-yourself' days.

Originally a grass strip runway, jet-age Hanover Municipal Airport is where the accompanying photos were taken at the club's regular monthly meeting in March.

Of its 29 members, 20 were in attendance, keen to get flying in warmer weather at their beautiful field, a wee bit southwest of Hanover. It's their sixth field since 1965, their founding year.

We lost our fifth field at the local Conservation Authority due to construction of twin hydro power lines.

Of our six fields, one stands out as unique, exotic and great fun! We were expelled from it because one of our members flew his plane into a tree, went

home, got his chain saw, came back and cut down the tree without the property owner's permission.

Our flyer owned a nearby farm and felt so guilty, he bulldozed the top off a hill and presto!! We had a field where we could see our models fly below us on two sides.

Nowadays you can do that on your simulator.

The Saugeen RC Flyers received its Provincial incorporation in June 2009.

Over the years our members have included electronics technicians, doctors, musicians, lawyers, factory workers, civil servants, church ministers, school principals and retirees. An unusual fact is that three of our members have built and flown their own full-scale airplanes.

Of note at the meeting was a fifth-scale de Havilland Turbo Beaver on

floats. It was built 20 years ago by Jake Kuntz's grandfather who gifted it recently to his grandson, 18-year-old Jake.

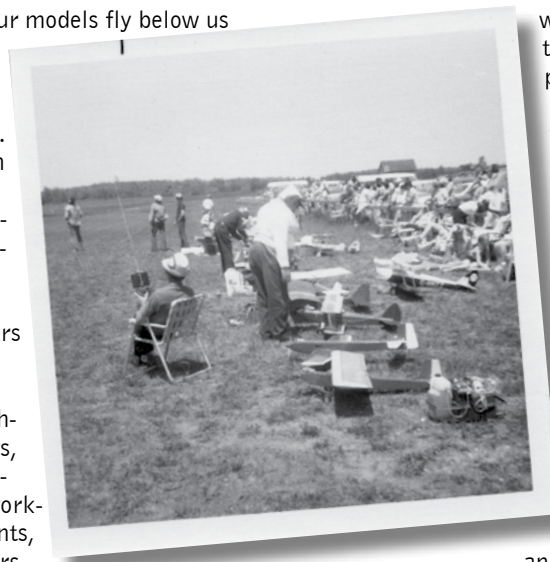
Younger flyers these days will, sadly, never experience the thrill of victory our oldtimers had when they returned home with their 'primitive' models in one piece.

The old radios were notorious for going out of tune from temperature changes causing rudder-only planes to fly out of range, often disappearing for good.

The Saugeen RC Flyers have gained a reputation as friendly and generous hosts to fly-ins

and special family day events where children are stuffed with hot dogs and hamburgers and homemade french fries.

You are all invited to join us in having a lot of fun. Isn't that what it's all about? ✈





Opposite page (Both) The Saugeen RC Flyers Club's first big air show attracted about 1,000 spectators to watch model airplanes fly in celebration of Canada's Centennial in 1967. Photos courtesy of Gary Rahn.

Above: The present day Saugeen RC Flyers at their March 10 meeting where they kicked off their 50th Anniversary

Right: Original club founders Artie Lobsinger, left, 92, and Gary Rahn, 81.

Below: Jake Kuntz and his father Tom with Jake's Beaver, built 20 years ago by Jake's Grandfather, who gave it to Jake as a gift. Photo courtesy of George Garlock



Huckin' In The Valley

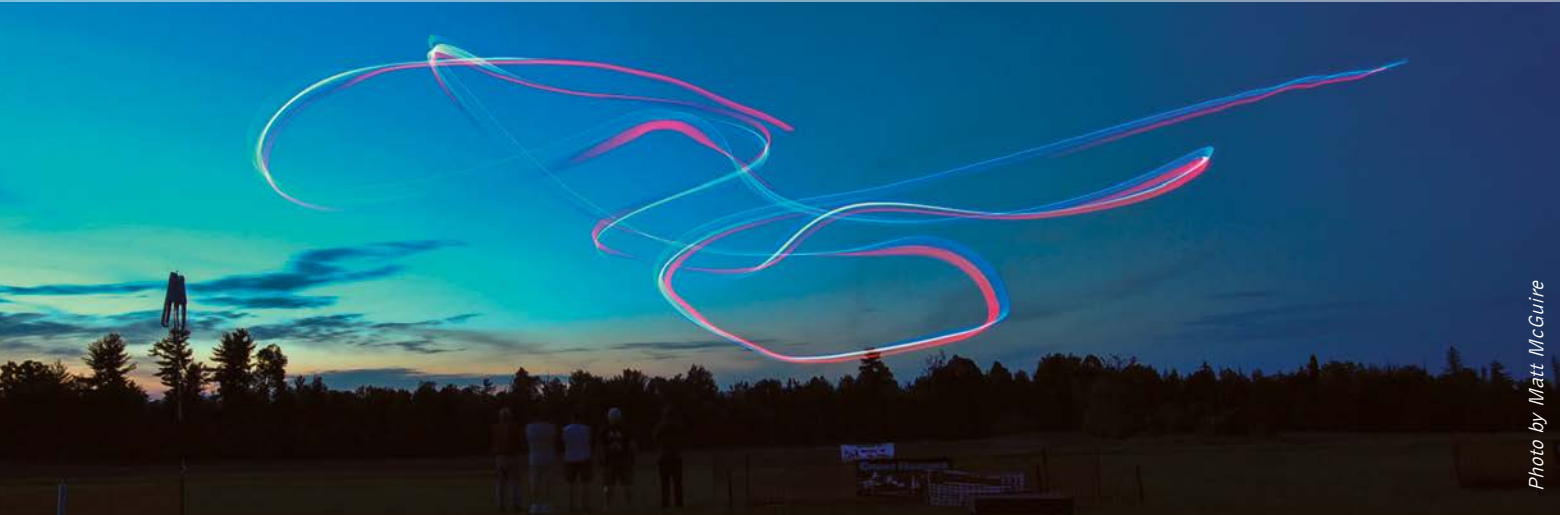


Photo by Matt McGuire

Text by John Weekes

Photos by Larry Ingram and Matt McGuire

Over the last weekend of May, 31 enthusiastic and nimble-thumbed pilots gathered at the **Arnprior Radio Control Club Field**, in the lush forest of the Ottawa Valley, for the inaugural Huckin' In The Valley aerobatic extravaganza.

The event was influenced by 'Huckfest' events elsewhere in Ontario, and fueled by the enthusiasm and commitment to attend by hardcore 3D pilots like Trevor Brum, John Craven, Brad Egan, and Jack Marcotte. The event was embraced by the ARCC members, many who love to fly 3D. Pilots came from the Aylmer/Gatineau region as well as from Mississauga, Burlington, Newmarket, Montréal, and Nova Scotia. Some of the very best freestyle pilots in Ontario and beyond showed up with some very big and very cool 3D capable machines.

The weather on the Friday was ideal and everyone who showed up early got in lots of hovering, tail-touching and other shenanigans.

Saturday was decent with the rain holding off until mid-afternoon when the Heavens opened for about 45mins of torrential downpour. Over the noon-hour, rotor wing masters Glen Takahara and Rob Kleinstauber put on a mind-bending display of heli-aerobatics. That evening, attendees were treated to the ARCC's signature Cajun Deep Fried Turkey with all the fixin's and loads of dessert selections. After the sun dropped down over the Galetta forest, Rob Hammond pulled out his LED-lit foamie and everyone had a go at some night-time 3D antics.

Sunday morning was too cold and windy to fly, however, no one seemed discouraged and everyone proclaimed their intention to return in droves next year. A special THANK YOU to our generous sponsors: Great Hobbies, Aircraft Modellers Research, Pro-RC Canada, Redwing RC, and FredZ Dynamic Hobbies. If you love 3D fun and friendship plan to attend next year's installment of Huckin' in the Valley at the Arnprior Radio Control Club!



Photo by Matt McGuire

Photo by Matt McGuire



Photo by Larry Ingram



Opposite page top: Rob Hammond's LED foamie lights up the Ottawa Valley evening with some aerobatic action.

Opposite: Mike Whitey's smoke adds to the show as he puts his plane through the wringer.

Top: Dave Rees, far right, from Team Great Hobbies hovering his Extra as Larry Ingram, Guillaume Saucier and Tom Hastie look on.

Above: Rob Kleinsteuber showed off his rotary wing 3D skills at the event.

Right: Guillaume Saucier (red and white) and John Craven (green) huck their planes around on the flight line.

www.arnpiorradiocontrolclub.com
www.huckininthevalley.com

Photo by Larry Ingram

Ivan Pettigrew Spring Float & Land Fly





The *Chilliwack Electric Flyers* had a great turnout for the *Ivan Pettigrew Spring Float & Land Fly* at their land and water field.

Photos by Beverly Hudson

Opposite Page:

Top: Jim Stuart came from Utah with his *Qantas Empire* flying boat 'Circe.'

Middle left: Tim Horsfall's *PBY Catalina* built from Ivan Pettigrew plans

Middle right: Ron Dodd's *Albatross*, built by Ivan Pettigrew

Bottom: Tim Horsfall's *Martin Mars*, built by Ivan Pettigrew, skims across the water.

This page:

Top: Sam Jay's *Flyzone Beaver* in *Tyee Air* livery sits at the dock as Gerry Bertrand's *E-flite Beaver* taxis across the water.

Right: Mike Roach's *Albatross* in a box' is made to take apart and fit into a carry-on suitcase in 15 pieces. It's a good thing too as Mike made the trip from Christchurch, UK for the event.

Bottom Right: Gerry Bertrand's e-flight *Beaver* in the air.

Below: Sam Jay's *Wattage 400 J3 Cub*



CARFF Glider Fly-In





The Central Alberta Radio Fun Flyers held a glider Flu-In recently, here are some of the sailplanes that showed up for the fun.

Photos by Keith Morison

Clockwise from opposite Top.

Jean Belair's 1/5 scale Minimoa is towed aloft during the CARFF Glider weekend near Red Deer.

Eraldo Pomare helps Jean Belair get his Minimoa ready for his first flight of the day.

John Ferguson brings the tow plane in for a landing after one of many successful, and some exciting, tows.

Eraldo Pomare's DG-505 and KA-8 sit in the sun waiting their turn to hunt for thermals.

Eraldo Pomare launches his Blaster 3 discus launch glider as the calm wind indicated a thermal directly on top of the field.

The sun glints off the wing of Jon From's KA-8 as he works a low thermal.

Eraldo Pomare opens the spoilers on his KA-8 as he lines up his landing.



FPV



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FPV RACING

by Calvin Martini

FPV racing is starting to really take off and is becoming a major reason people start with FPV instead of something that existing FPV pilots are experimenting with. The reasons for this are clear: It's fast, it's fun, it's visible, it's social, it's competitive and it's got a purpose.

The lion's share of this growth has been in the under 300mm multicopters, with new racing-specific designs coming to market this year, but fixed wing racing is also increasing in popularity.

Due to the growing volume of interest in FPV racing, it's becoming increasingly more practical to organize local, regional and national racing with proper regional

qualifiers and national championships. At the regional and national levels, significant sponsorship is possible as it is with many similar competitive events.

FPV racing is attractive for MAAC because it generates significant interest in the hobby, operates by necessity within a structured environment and happens within a concentrated flight box that is easy to separate from manned aviation flight to mitigate risks.

Organizing a local race group is as easy as posting on Facebook or arranging a day here or there with local pilots. Your race area doesn't need to be fancy, but it should be safe and you must have permission to fly there. Unlike a traditional field, a few trees can actually be interesting and add to the fun.

If you are just starting off, you should consider racing a 250-300 size quadcopter. They are readily available, inexpensive, light and agile. You need to

consider a very common platform in order to make piloting the main differentiator and to race fairly with others.

If you prefer a high performance aircraft and would rather fly than build, models such as Immersion RC's new Vortex FPV race quadcopter will let you get into the fun with minimal fuss. If you prefer to build, there is a dizzying array of frames and components available, but most vendors offer frame, controller and power system packages that make it easy. Be sure to consult racing league rules before you buy if you want to fly and compete.

FPV components vary greatly, so be sure to research the options. With FPV racing, it can actually be beneficial to be on a less common frequency so that you get to fly more often in races with other pilots.

So what are you waiting for? Get some friends together and get FPV racing! ✈

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COURSE DE FPV

par Calvin Martini

La course par vol par immersion (First Person View ou FPV en anglais) croît en popularité et elle est en train de devenir une raison principale pour laquelle les pilotes se lancent en vol par immersion plutôt qu'au type de vol auquel s'adonnent déjà les adeptes. Les raisons sont claires

: c'est rapide, c'est amusant, c'est visible, c'est social, c'est compétitif et il y a un objectif à atteindre.

La part du lion de cette croissance est attribuable aux multicoptères de rotor de moins de 300 mm; des designs dessinés expressément pour la course font leur apparition mais je peux vous dire que la course d'appareils à voilure fixe est aussi à la hausse.

Puisque l'intérêt pour la course par vol par immersion augmente, il devient de plus en plus pratique d'organiser des

courses locales, régionales et nationales, le tout agrémenté d'épreuves de qualification en bonne et due forme et d'un championnat national. À l'échelle régionale et nationale, il est possible d'obtenir des commandites, à l'instar d'une autre forme de compétition.

La course par vol par immersion plaît au MAAC parce qu'elle génère de l'intérêt pour notre passe-temps, parce qu'elle est disputée à l'intérieur d'un environnement structuré et parce qu'elle est dis-

suite à la page 37

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Public Relations



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This is a report from the Niagara Region Model Flying Club for a renewed interest in the Virgil, Ontario, area for RC models. They did a great job and if you look closely at the picture, you will notice our President, Rodger Williams who paid a visit for the weekend. Thank you Rodger!

NRMFC AT THE STAMPEDE

Bob Briggs-Jude, 85440.

"For the past three years, The Niagara Region Model Flying Club Inc. (NRMFC) based in St. Catharines, Ontario has participated in a demonstration of Indoor Flying at the Virgil Stampede held annually on the Victoria Day (Ontario) long weekend. This year, we were blessed with hot weather and the inside of the Centennial Arena was a cool contrast to the muggy midway.

"Young and old were entertained to a variety of flying machines. Everything



from Night Vapors to miniature Cubs along with helicopters and multirotors added to the spectacle.

"We were allowed 2/3 of the arena, completely roped off, for our demonstrations. This made a safe and enjoyable venue and provided an opportunity to promote safe flying and educate many.

"Some of our younger guests were allowed to fly in a tightly controlled environment... the look of accomplishment on their faces and the sheer delight in controlling those small objects will obviously carry forward. Several air cadets showed and explained their interest in the flying culture and we had a few observers who

returned later to watch in awe as the various pilots performed.

"A continuous exhibit of 3-D manoeuvres along WW I and II aircraft created some nostalgia and made for many easy conversations and information sharing.

"Homemade ultralights and a giant homemade Vapor also elicited awes from those gathered.

"On Monday afternoon though, our group had the privilege of welcoming the new MAAC president, Rodger Williams, as he toured our venue. The group of pilots were surprised and pleased that someone from MAAC had attended this function.

"Thanks Rodger for attending. We hope to be invited back next year for the 50th edition! As a MAAC-sanctioned event we hope to see you, and other MAAC members, there on May 21 to 23, 2016."

If any other club across Canada would like to have a report here, it would certainly make a lovely addition to Model Aviation Canada. This certainly shows that we are of interest to the local public as long as we take the time to market ourselves. ✈

Relations Publiques



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Ce compte-rendu nous provient du Niagara Region Model Flying Club, à la lumière d'un regain d'intérêt pour les maquettes télécommandées dans la région de Virgil (dans le sud ontarien). Les membres ont fait du beau travail et si vous examinez la photo de plus près, vous remarquerez la binette de notre président, Rodger Williams, qui était de passage pendant la fin de semaine. Merci, Rodger!

LE NRMFC AU STAMPEDE

Par Bob Briggs-Jude, 85440

«Depuis trois ans, le Niagara Region Model Flying Club Inc. (NRMFC) (basé à St. Catharines en Ontario) participe à une démonstration de vol intérieur pendant le Virgil Stampede, un événement qui a lieu annuellement pendant la grande fin de semaine du Congé de la reine (c'est ainsi qu'on appelle ce congé en Ontario) en mai. Cette année, nous avons eu droit à du temps chaud et l'intérieur de l'aréna était plus frais et convenait mieux que le terrain

boueux à l'extérieur.

«Petits et grands ont vu toute une variété de machines volantes. On retrouvait un peu de tout, des petits appareils Night Vapor et des Cubs miniatures aux hélicoptères et multirotors, ce qui a beaucoup ajouté au spectacle.

«Nous avions droit aux deux tiers de l'aréna et ce coin avait été délimité avec du cordage. C'était un endroit tout à fait sécuritaire pour que nous fassions la promotion du vol et pour que nous puissions éduquer les spectateurs.

«Certains de nos invités plus jeunes ont eu l'occasion de contrôler ces petits objets volants dans cet environnement sécurisé... l'expression d'accomplissement sur leur visage en disait long, ce qui pourrait les convaincre de poursuivre leur exploration de notre passe-temps. Plusieurs cadets de l'air se sont présentés et ont expliqué leur intérêt pour le vol; d'autres observateurs sont revenus plus tard pour regarder ce qui se passait.

«Il y a eu un bal presque continu de démonstrations de manœuvres 3D ainsi que de coucous de la Première et de la Seconde Guerre mondiale, ce qui a provoqué

bien des discussions nostalgiques et le partage de renseignements.

«Des maquettes ultra-légères et un Vapor géant de fabrication artisanale ont attiré des cris admiratifs de la part des spectateurs.

«Le lundi après-midi, notre groupe a eu le privilège de souhaiter la bienvenue au nouveau président du MAAC, Rodger Williams, qui est passé afin de voir l'action. Les pilotes étaient surpris et ravis que quelqu'un du MAAC soit de la partie.

«Merci Rodger d'être venu nous voir. Nous (le Club) espérons être invités une fois de plus l'année prochaine afin de participer à la 50e édition du Stampede! Puisque la démonstration est autorisée par le MAAC, nous espérons vous revoir, ainsi que d'autres membres du MAAC entre les 21 et 23 mai 2016.»

Si un autre club voulait inclure un compte-rendu ici, ce serait un bien bel ajout à Model Aviation Canada. Celui plus haut montre que le public s'intéresse à nous, à condition que nous prenions le temps de soigner notre mise en marché ✈

Radio Spectrum



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Since 2006, MAAC members have enjoyed the benefits of Digital Spread Spectrum radios using 80 MHz of bandwidth in the 2.4 GHz band. We use channels, up to 1 MHz wide with frequencies ranging from 2.400 to 2.4835 GHz. This band is in the I.S.M. band, the Industrial, Scientific and Medical band. It is also a licence- and fee-exempt band, a user-managed band of frequencies.

Sharing the band with us, are Bluetooth devices, First person View

video links, Amateur radio operators and Wi-Fi. Bluetooth devices include buddy boxes for your R/C transmitters, hearing aid controllers, GPS units, vehicle communication devices, and headsets to communicate with cell phones. WI-FI is also in a lot of GOPRO cameras. As more and more devices operate in this band, the potential for radio interference is possible.

Reports have been received of suspected radio interference from Bluetooth devices. Under the right conditions which may occur in the vicinity of multiple users, there could be incidents of loss of control of your radio control equipped device. Depending

on the class of Bluetooth devices will determine the distance these devices will communicate with one another.

Until further advised, it is recommended to shut off your Bluetooth, WI-FI devices and your cell phone when flying R/C. We will investigate further to see if it is possible to simulate the loss of radio control when using a Bluetooth device and come up with some measures to eliminate this potential problem.

Please contact any of the Radio Spectrum Committee members if you require more information. If you have a suspected interference issue, please note time and location of the suspected interference. ✈

Spectre radio



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Depuis 2006, les membres du MAAC profitent de l'avènement des émetteurs de technologie à spectre étalé (Spread Spectrum) à l'aide de la largeur de bande des 80 MHz dans la bande des 2.4 GHz. Nous utilisons les voies (pouvant atteindre 1 MHz de largeur) de fréquences entre 2.400 et 2.4835 GHz. Cette bande est la bande industrielle, scientifique et médicale (I.S.M). C'est d'ailleurs une bande à utilisation gratuite (sans recourir à un permis) et que gèrent les usagers.

D'autres dispositifs de communication partagent la bande avec nous : les appareils Bluetooth, les liens vidéo servant au vol par immersion (First

Person View), les opérateurs de radio amateur ainsi que les dispositifs Wi-Fi. Les appareils Bluetooth comprennent les boîtes-écoles (buddy box) pour vos émetteurs de télécommande, les contrôleurs pour vos prothèses auditives, les appareils GPS, les dispositifs de communication à bord des véhicules ainsi que les casques d'écoute pour les téléphones cellulaires. On retrouve aussi le WI-FI chez bon nombre de caméras GOPRO. Avec la popularité croissante de ces dispositifs sur la même bande, il est possible que nous ayons un problème d'interférence.

Nous avons reçu des rapports voulant que des dispositifs Bluetooth provoquent de l'interférence. Sous les bonnes conditions en présence de plusieurs utilisateurs, vous pourriez perdre le contrôle de votre appareil télécommandé.

Selon la classe d'appareils Bluetooth, ceux-ci déterminent la distance sur laquelle ils peuvent communiquer l'un avec l'autre.

Jusqu'à prochain ordre, nous vous recommandons d'arrêter vos dispositifs Bluetooth, WI-FI et votre téléphone cellulaire lorsque vous faites voler une maquette télécommandée. Nous enquêterons afin de possiblement réaliser une simulation de perte de contrôle (de maquette) alors que nous utilisons un appareil Bluetooth; nous voulons suggérer quelles mesures prendre afin d'éliminer ce problème potentiel.

Veuillez communiquer avec un membre du Comité du spectre radio si vous avez besoin de plus amples renseignements. Si vous avez connaissance d'un problème d'interférence, notez l'heure et le lieu lorsque cela s'est produit. ✈

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Safety



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I am happy to welcome two members to the 2015 Safety Committee whose nominations were confirmed at the AGM in April. Paul Brine is returning to the Committee after a year away and Jean Blaquière is a new member joining the Committee for the first time. Welcome Paul and Jean.

Leaving the Committee this year are Chris Malcomson who is now Zone G Director, Craig Knight, and Jean Côté. Thanks fellows for your help and support

in years past.

The names and contact information of all 2015 Committee members has been updated on the new MAAC website under the ABOUT tab, Committees, Safety. Please feel free to contact the Safety Rep in your zone to discuss any concerns you have.

Our safety agenda for 2015 is as of this writing is pretty much on hold pending the outcome of ongoing talks between MAAC and Transport Canada. This of course stems from the release of Transport Canada Advisory Circular AC 600-002 in November 2014. Until we hear back from our contacts in Ottawa

or perhaps directly from the MAAC Executive Committee on how we are to proceed, there will be no further revisions to the Safety Code.

Because there is a considerable amount of time between when this column is written and when it is published, and because the situation at Transport Canada seems to be still in a state of flux, feel free to contact me any time with your concerns regarding safety matters and I will be glad to provide you with the latest information that I have.

Fly safely, my friends. ✈

Sécurité



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J'ai le plaisir de souhaiter la bienvenue à deux membres du Comité de la sécurité (pour 2015) dont la nomination a été confirmée lors de l'Assemblée générale annuelle en avril. Paul Brine revient au Comité après une absence d'un an et Jean Blaquière est un nouveau membre (élu pour la première fois). Bienvenue à vous deux.

Trois personnes quittent le même Comité, cette année : Chris Malcomson (maintenant directeur de la zone G, vallée de l'Outaouais), Craig Knight et

Jean Côté. Merci les gars pour votre aide et votre appui au cours des dernières années.

Vous trouverez ces coordonnées mises à jour pour 2015 au nouveau site Web du MAAC, sous les onglets ABOUT, Committees, Safety. Sentez-vous bien à l'aise de communiquer avec le représentant au sein de votre zone afin de discuter de toute inquiétude que vous nourrissez.

Notre ordre du jour en 2015, au moment de rédiger cette chronique, est au beau fixe, selon les résultats des pourparlers entre le MAAC et Transports Canada. Bien sûr, cela découle de la diffusion de la circulaire de TC AC 600-

002, en novembre 2014. D'ici à ce que nous entendions parler de nos personnes ressources à Ottawa ou directement du Comité exécutif du MAAC sur la façon de procéder, nous n'apporterons aucune nouvelle révision au Code de sécurité.

Puisqu'il s'écoule beaucoup de temps entre la rédaction de cette chronique et sa publication et puisque la situation chez Transports Canada semble être en pleine mouvance à l'heure actuelle, soyez bien à l'aise de communiquer avec moi afin de partager vos inquiétudes sur des questions de sécurité. Il me fera plaisir de vous donner l'information dont je dispose.

Volez en toute sécurité, les amis. ✈

FPV

suite de la page 34

putée à l'intérieur d'une boîte imaginaire qu'on peut facilement séparer du vol d'aéronef habité afin de réduire les risques.

Pour organiser un groupe de course local, c'est aussi facile que de créer une page Facebook ou de coordonner une journée occasionnelle de rencontre avec les pilotes locaux. Votre aire de course n'a pas besoin d'être très songée, en autant que vous avez la permission de faire voler des maquettes sur place. À l'opposé d'un terrain de vol traditionnel, quelques arbres ça et là augmentent le défi.

Si vous vous lancez dans cette discipline, vous devrez jeter votre dévolu sur un quadricoptère de dimension 250-300

mm. Ces derniers sont très disponibles, peu coûteux, légers et agiles. Vous feriez bien de vous attarder à une plateforme plutôt courante afin de faire en sorte que ce qui vous démarque, c'est votre aptitude de pilotage et non une machine plus avancée que les autres, de sorte à ce que la lutte soit équilibrée.

Si vous préférez vous doter d'une maquette de haute performance et que vous préférez voler plutôt que de construire, des maquettes comme le nouveau quadricoptère Vortex de course (du fabricant Immersion RC) vous permettra de vous lancer dans la mêlée en un temps record. Si vous préférez construire votre appareil, vous retrouverez une imposante gamme de cadres et de composantes; la plupart des ven-

deurs offrent des trousse de cadre (cellule), de contrôleur et de motorisation qui vous faciliteront la tâche. Assurez-vous de consulter les règlements de votre ligue de course avant d'acheter une maquette... si vous voulez disputer des courses.

Les composantes de vol par immersion varient énormément, si bien que je vous encourage à explorer les options. En course FPV, il vous serait bénéfique de faire évoluer votre maquette sur une fréquence moins répandue, de façon à piloter plus souvent, peu importe le nombre de pilotes inscrits.

Qu'attendez-vous, alors? Rassemblez quelques amis et lancez-vous dans la course! ✈

GREAT HOBBIES

SOLO THE SMART DRONE



3D Robotics SOLO

What makes it smart? Solo runs two 1 GHz computers, one on the copter and one in the controller, connected via a powerful dedicated WiFi signal. This enables Solo to do amazing things that no personal drone has ever been able to do. Its powerful and one-of-a-kind computer-assisted Smart Shot modes allow Solo to fly itself so you can focus on shooting; the perfect photo or video is always just a few taps away. Solo is also the first all-in-one drone to offer live streaming of HD video from your GoPro directly to your mobile device, as well as built-in HDMI for live broadcast in HD.

The SOLO comes equipped with a GoPro Mount that works with Hero 3/4 cameras. Optional accessories shown are the GoPro Hero 4, 3DR 3-Axis Gimbal, and Android or iOS device.

3DRGB11A
Optional 3-axis gimbal (No Camera)



3DRBT11A
3DR Solo Flight Battery

GPRCHDX-401 - GoPro HERO4 Black
GPRCHDY-401 - GoPro HERO4 Silver



3DR

3DRSA11A

3DR RTF Quadcopter (shown with optional camera/gimbal)

dji PHANTOM 3

It keeps getting better!

It won't matter which version you choose. Whether you're flying the Phantom Professional with its 4K camera or the Advanced 1080p Camera, you will enjoy the same legendary flight performance and features.

Phantom 3 Features

- Choose from 4K "Professional" or 1080 "Advanced" versions
- 3-Axis stabilized gimbal included
- Newly redesigned controller
- Live HD video downlink via LightBridge
- New beginner flight mode
- Powerful mobile app (requires compatible Android or iOS device)
- New Vision Positioning System - fly indoors and GPS free areas
- Worry free auto take-off, Return To Home, Failsafe features
- Automatic flight logging
- SDK Development allows 3rd party apps to work with the Phantom

DJI-PH3A Phantom 3 Advanced RTF Quadcopter 1080HD
DJI-PH3P Phantom 3 Professional RTF Quadcopter 4K

DJI-PH3-12
Phantom 3 Smart Battery



New Favorites

Pun Jet Kit

Wingspan: 14.5 in
Weight: 4.1 oz



FTSBK220 FT Mighty Mini Pun Jet Speed Build Kit

Guinea Pig Kit

Wingspan: 58 in
Weight: 2.2 lbs



FTSBK240 FT Guinea Pig Speed Build Kit

Kraken Kit

Wingspan: 70.5 in
Weight: 3.4 lbs



FTSBK230 FT Kraken Speed Build Kit

F4U-1A Corsair ARF

Wingspan: 65 in
Length: 52.7 in
Wing Area: 802.4 sq in
For 20cc Gas or Power 60B (470Kv) Brushless
HAN2795 F4U-1A Corsair 20cc ARF



HANGAR 9

P-47D Thunderbolt BNF *E-flite*

Wingspan: 42.2 in
Length: 36.9 in
Wing Area: 326 sq in
Includes Brushless 15-size outrunner w/30A ESC
EFL6850 P-47D Thunderbolt BNF Basic



E-flite

Pulse 15E ARF PNP/BNF

Wingspan: 55 in
Length: 45 in
Wing Area: 551 sq in
For 15 size BL outrunner motor
EFL4375 Pulse 15E PNP with 15-size bl power system
EFL4350 Pulse 15E BNF Basic with 15-size bl power system



E-flite

Aircraft Favorites

Extra 300SP ARF

Wingspan: 55 in
Length: 53 in
Wing Area: 590 sq in
Weight: 5.5 - 6.5 lbs
Wing Loading: 21 - 25 oz-in
For 2c .46 - .55 or 4c .52 to .81 cu in



GREAT PLANES

GPMA1022 Extra 300SP .46-.81 Scale/Aerob

Escapade MX ARF

Wingspan: 52 in
Length: 45 in
Wing Area: 449 sq in
Weight: 5.0 - 5.5 lbs
Wing Loading: 26 - 28 oz-in
For 2c .46 - .55, 4c .52 to .81 cu in, Brushless



GREAT PLANES

GPMA1202 Escapade MX .46/EP ARF

Dirty Birdy Sport/Pattern ARF

Wingspan: 64.5 in
Length: 56 in
Wing Area: 690 sq in
Weight: 7.5 - 8.5 lbs
Wing Loading: 25 - 28 oz-in
For 2c .60 - .65



GREAT PLANES

GPMA1975 Dirty Birdy .60 Sport/Pattern ARF

P-51 Mustang Sport Fighter ARF

Wingspan: 52 in
Length: 42.5 in
Wing Area: 550 sq in
Weight: 5.5 - 5.75 lbs
Wing Loading: 21 - 24 oz-in
For 2c .46 - .55 or brushless 42-50-800kV brushless



GREAT PLANES

GPMA1208 P-51 Mustang Sport Fighter .46 EP ARF

Giant Citabria 30cc ARF

Wingspan: 85 in
Length: 62 in
Wing Area: 1168 sq in
Weight: 5.5 - 6.5 lbs
Wing Loading: 29 - 33 oz-in
For 30 - 35cc gas or brushless 63-62-250kV



GREAT PLANES

GPMA1435 Giant Citabria 30cc ARF

Inverza 33 ARF

Wingspan: 75 in
Length: 72 in
Wing Area: 1120 sq in
Weight: 12.3 - 13 lbs
Wing Loading: 25.1 oz-in
For 30-35cc 2-stroke gas



HANGAR 9

HAN4925 Inverza 33 ARF

80" J-3 Piper Cub ARF

Wingspan: 80 in
Length: 50.6 in
Wing Area: 919 sq in
For 2c .36 - .46, 4c .56 - .82
HAN4000 J-3 Piper Cub 80" ARF



HANGAR 9

DHC-2 Beaver ARF

Wingspan: 110 in
Length: 66 in
Wing Area: 1485 sq in
For 30cc 2-stroke gas
HAN4545 DHC-2 Beaver 30cc ARF



HANGAR 9

Super Cub ARF

Wingspan: 106 in
Length: 68 in
Wing Area: 1630 sq in
For 30cc 4-stroke gas
HAN4540 1/4 PA-18-150 Super Cub ARF



HANGAR 9

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

Control Line



Chris Brownhill
Chair
416 255-1289

3797L
cbrownhill@sympatico.ca

END OF THE LINE....

Unfortunately, it appears that O.S. Engines has decided to discontinue the production of the LA series of sport glow engines. These fine engines were made in both R/C and Control Line versions, and for our purposes, they were ideal. The LA engines were light, inexpensive, reliable, and easy to run. The cost was amazingly low and the workmanship excellent.

I guess they didn't have enough horsepower to suit the R/C community, but for our purposes (mostly stunt flying, sport racing and 80 mph combat) they were just fine!

The LA .46 was particularly useful for C/L stunt, and with a little fiddling, could be made to run like a much more expensive custom engine, albeit, maybe without quite the same amount of power.

Whether expressing our disappointment to O.S. Engines would help, I don't know. It appears that small bore glow engines are no longer in much demand, and we may have to resort to electric power if our particular interest is to survive.

Most of the other companies that built glow engines are not offering any suitable substitutes, and you can't even get a Fox .35 Stunt engine, to the best of my knowledge.

So, if you find any of these engines available in local shops, or swap meets, I would suggest that you snap them up as they will soon become as rare as hen's teeth!

CONTROL LINE ENDURANCE RECORD ATTEMPT

Henry Hajdik of the Pacific Coast Aeromodellers Club, in Vancouver, has embarked on a quest to best the current record of 108.42.3 minutes. The late John Bortnak set this record in Calgary on July 31, 1977, and no one has challenged it since!



An attempt was made in April 2015, but it proved unsuccessful as the flyer had to leave the required five foot diameter pilot's circle when the engine started to run rich. This resulted in the Contest Director having to disqualify the attempt, but they will try again in the fall when the engine is fitted with a Perry pump to help even out the fuel flow.

The airplane that will be used is a scale model of a Cessna 182 Skylane. It weighs 47 oz. with a full fuel load of 24 oz. The engine is a C.S. .15 glow engine, and the lines are 52 ft long, with a diameter of .015".

The expected flight time is 2.5 hours, and as this has to be accomplished by just one flyer, some endurance on his part will also be required!

To recap, this event has long been on the books, but there have been only a few folks make a record attempt.

The Junior record is only 9:16:6 minutes, so this should be snap for a model with slightly larger than normal fuel tank, and a .25 size engine. ✈

Vol Circulaire



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FIN DE VIE...

Malheureusement, il semble que O.S. Engines ait décidé de mettre fin à la production de la série des moteurs LA. Ceux-ci convenaient particulièrement au vol télécommandé et au vol circulaire. Ils étaient légers, peu dispendieux, fiables et faciles à faire tourner. Le coût était étonnamment bas et la qualité d'assemblage était sans reproche.

Je crois bien que ces moteurs n'avaient pas suffisamment de puissance afin de séduire la communauté des adeptes du vol télécommandé mais pour nos besoins (surtout du vol acrobatique sportif, la course sportive et du combat à 80 milles

à l'heure), ils convenaient parfaitement!

Le LA .46 était particulièrement utile pour le vol circulaire acrobatique et si on y travaillait un peu, il pouvait tourner aussi bien qu'un moteur personnalisé beaucoup plus dispendieux, bien qu'il ne générerait pas autant de puissance.

Je ne sais pas si ce serait utile d'exprimer notre déception auprès d'O.S. Engines. Il semble bien que les moteurs à bougie incandescente de petite cylindrée ne soient plus en demande, si bien que nous pourrions devoir nous tourner vers la propulsion électrique si nous voulons que notre volet d'activité survive.

La plupart des autres compagnies qui construisent de tels moteurs n'offrent pas d'alternative intéressante. À ce que je sache, on ne peut même plus se procurer un Fox .35 acrobatique.

Ainsi, si vous dénicher un de ces moteurs dans un magasin local de passe-temps ou lors d'une vente-échange (swap meet), je vous suggère de vous en emparer avant qu'il ne devienne aussi rare que des dents sur une poule!

TENTATIVE DE RECORD D'ENDURANCE

Henry Hajdik, du Pacific Coast Aeromodellers Club de Vancouver, s'est lancé dans une quête afin de fracasser le record de 108.42.3 minutes de vol circulaire en continu. Le regretté John Bortnak avait établi ce record à Calgary le 31 juillet 1877 et personne n'a délogé ce modéliste-pilote depuis!

Il y a eu une tentative en avril 2015 mais elle n'a pas abouti puisque le pilote a été obligé de quitter le cercle de cinq

suite à la page 58

Control Line Aerobatics



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The 2015 contest season is now in full swing. The Balsa Beavers elected to return to the more traditional MAAC Stunt format with 40 point per manoeuvre scoring, 8-minute limit and no appearance points for all local contests. This better aligns the Ontario contests with those PAMPA-class events in the U.S. and provides more meaningful scores for the pilots.

Balsa Beaver member Matt Piatkowski responded to my monthly request for column material and submitted a couple of photos of his models. Thanks Matt!

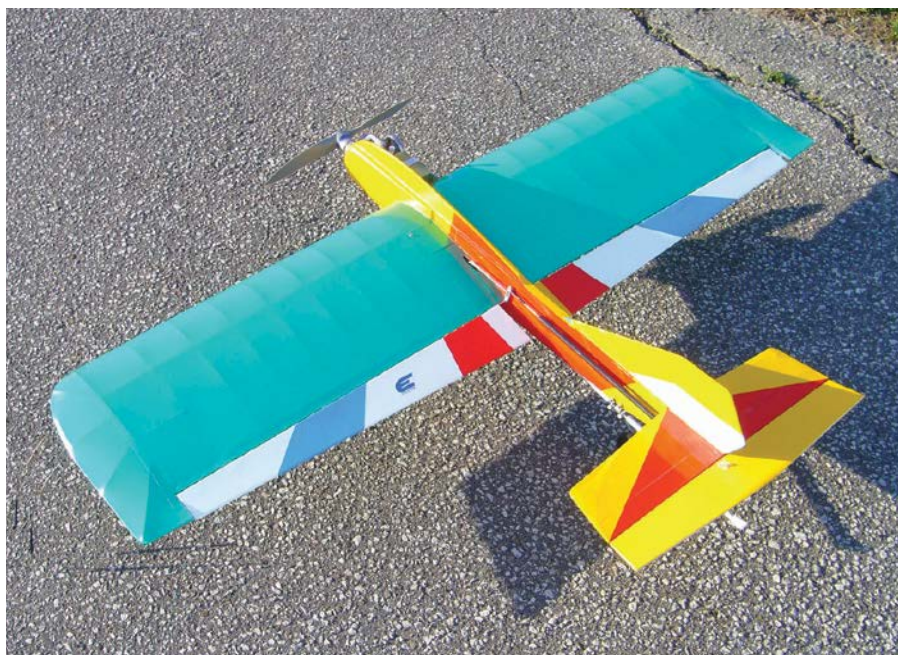
First up is an Evo .36 powered profile called Parrot and the second is a piped Jett .60 powered Randy Smith Intrepid XL. Matt calls the XL Great White for obvious reasons. Matt is currently learning to fly all of the manoeuvres in the pattern.

For those looking to buy bulk control line of excellent quality, consider MBS Model Supply. Price for the 1,000-foot spools of stranded .012, .015 and .018 is very attractive compared to buying the typical single set of 60- or 70-foot packages. Service is quick and ordering is easy.

Check out MBS at www.mbsmodelsupply.com for bulk lines and other model supplies.

Finally, a reminder about the F2B Team Trials scheduled to be flown on Saturday September 19th at Crowland Park in Niagara Falls.

Feel free, like Matt did, to send me updates on your local contest scene and please send to me some photos and details on your latest Precision Aerobatics model. ✈



Vol circulaire acrobatique



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La saison de vol 2015 bat son plein. Les Balsa Beavers ont décidé de reprendre le format plus traditionnel de voltige du MAAC avec un pointage de 40 points par manœuvre, une limite de

vol de huit minutes et pas de points pour l'apparence lors des concours locaux. Ceci aligne un peu mieux les concours ontariens avec les concours de la catégorie PAMPA aux États-Unis et cela fournit des pointages qui sont davantage significatifs pour les pilotes.

Un membre de ce club, Matt Piatkowski, a répondu à ma requête habituelle

de matériel de chronique et a soumis quelques photos de ses maquettes. Merci, Matt!

En premier lieu, il y a le Parrot, une maquette profil mûe par un Evo .36; en deuxième lieu, on retrouve un Intrepid XL (mû par un Jett .60), un design de Randy Smith. Matt appelle cet appa-

suite à la page 45

Free Flight Indoor



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Over the next indoor season, we will cover some of the more important tools and procedures we use in our hobby. If you have a special request, please let me know because it could be of value to others as well, especially since we have a whole new generation of flyers. Although many are into R/C, there are still a fair number who are very interested in free flight but don't know how to get started, or are alone in their area.

This particular column is aimed at them to inspire that little bit of effort that could very well open a new door for fun and/or challenge.

I expect most people don't keep back copies of our magazine, but I have a complete collection back to June '85, including some spares. When I refer to an item like August, '94 which showed how to bend a wire nose bearing, or September 2013 with info on getting a flying site, don't despair, copies of said items

are only a phone call away.

First of all, let's look at sites in which to fly. You do not have to be a member of a club or group, and sometimes it can be an advantage to fly alone because free space may often be open at odd times. All you need to do is ask, and be able to have all air movement cut off.

If you have a small, light rubber model to demonstrate, it can work marvels. In 1995, a flight with my 7" ministick in an Air Canada hangar got us the 75' site for the Canadian Nationals, free, for three years in a row. The same model flown in the Permit Office for our School Board, not only got our 25' school site, but two new members as well.

Site possibilities are almost endless. I have flown in schools, churches, covered soccer and football stadiums, golf domes, hockey arenas in summer, factory warehouses, the Air Canada hangar, and even in an empty 50' water tank. But my first ever indoor flight was in our living room when I was 18 and very involved with competition Outdoor Free Flight. I had recently bought my October 1950 issue

of Flying Models magazine with "How to build a Micro Film model". It was a great winter project; I even made my own microfilm and was proud of the fact that the 15" model could fly almost a minute in the house.

Outdoor competition was over for me in 1953 and I never flew Indoor again until 1984 when I found the Markham Indoor Flyers. Since then, not only have I flown in those high sites, but also in my attic, basement, and bedroom, where indoor helicopters are ideal. In both the kitchen nook at home, and the board room at work, my ministick has flown over four minutes. So there are lots of places to fly. All we need is a small model like the Lenny 2/6 in the July 2013 Model Aviation Canada magazine but built with much thinner wood, skinny body, sanded down prop and covered with mylar, dry cleaner bag, or grocery produce bag material, all lighter than tissue.

I'm out of space so we will have Postal contest results and new records next time. ✈

Vol Libre Intérieur



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Au cours de la prochaine saison de vol intérieur, nous traiterons des outils et procédures que nous utilisons au sein de ce passe-temps. Si vous avez une demande spéciale, faites-moi en part parce qu'elle pourrait être utile aux autres, surtout si nous accueillons une nouvelle génération de modélistes. Bien que plusieurs d'entre nous nous adonnons au vol télécommandé, nous sommes encore nombreux à aimer le vol libre mais nous ne savons pas toujours comment nous lancer là-dedans ou encore, certains modélistes sont bien seuls dans leur région.

Cette chronique-ci s'adresse à ces modélistes afin de leur insuffler l'inspiration qui pourrait leur ouvrir les portes du plaisir ou d'un défi à relever.

J'imagine que la plupart des gens ne conservent pas des exemplaires de notre revue; je possède une collection qui recule jusqu'en 1985 (y compris

des exemplaires en double). Lorsque je fais référence à un article ayant paru en août 1994 qui montrait comment plier une tige de métal, ou au numéro de septembre 2013 sur la façon de se doter d'un emplacement de vol... ne désespérez pas, il vous suffit de me téléphoner.

En premier lieu, examinons les emplacements à partir desquels vous faites voler des maquettes. Vous n'êtes pas obligé d'être membre d'un club ou d'un groupe et parfois, c'est un avantage de voler seul parce que l'espace disponible n'est ouvert qu'à des heures bizarres. Vous n'avez qu'à demander et à demander respectueusement que la circulation d'air soit interrompue.

Si vous avez une petite maquette à propulsion élastique afin d'offrir une démonstration, celle-ci peut faire fureur. En 1995, le vol que j'ai effectué à l'aide de mon ministick de 7 pouces dans un hangar d'Air Canada nous a obtenu l'utilisation de celui-ci pendant trois ans... gratuitement. J'ai fait voler cette même maquette au bureau des permis de notre conseil scolaire; non seulement

avons-nous obtenu un endroit pour voler (avec plafond de 25 pieds) mais nous avons recruté deux nouveaux membres.

Les possibilités d'emplacement de vol sont presque infinies. J'ai fait voler des maquettes dans des écoles, des églises, des stades fermés de soccer et de football, sous des dômes de golf, dans des arénas de hockey en été, dans des entrepôts d'usines, au hangar d'Air Canada et même dans un réservoir d'eau vide de 50 pieds. Mon tout premier vol intérieur s'est produit dans notre salon alors que j'avais 18 ans et j'étais très impliqué au sein du vol libre extérieur de compétition. Je venais de me procurer le numéro d'octobre 1950 de la revue Flying Models qui traitait de la façon de construire une maquette recouverte de microfilm. C'était un bien beau projet hivernal; j'ai même formulé mon propre microfilm et j'étais fier du fait que ma maquette d'une envergure de 15 pouces pouvait voler pendant presque une minute dans la maison.

J'ai mis fin à la compétition en 1953

suite à la page 56

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In April, I attended the CIAM / FAI meetings in Lausanne, Switzerland. There were several issues facing the FAI free flight community at hand. Here is a synopsis of what transpired at these meetings.

F1 – FREE FLIGHT, F1A

3.1.1 Definition, amend the paragraph as follows:

Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except for changes of incidence. Variable geometry or area is NOT allowed.

-Defeated at Technical Meeting and withdrawn

3.1.2 Characteristics of gliders F1A, amend the paragraph as follows:

Maximum length of launching cable loaded by 5 kg from 50 metres to 40 metres

-Defeated (unanimous)

3.1.3 Number of flights, amend subparagraph (a) as follows:

Each competitor is entitled to five (from seven) official flights in World and Continental Championships. For other International events, the number of official flights is to remain at seven unless a different number has been announced and approved by the CIAM.

-Accepted (22 in favour, 4 against)

3.1.7 Duration of flights, amend the first paragraph as follows:

The maximum duration to be taken for the official flights in a World and Continental Championship is four minutes for the first round and three minutes for subsequent rounds. In other International events, a maximum of three minutes will be used for all rounds unless different durations (not exceeding four minutes) have been announced in advance in the contest bulletin for specific rounds.

-Accepted (25 in favour, 2 against)



3.1.7 Duration of flights, amend the paragraph as follows:

The maximum duration to be taken for the official flights is four minutes for the first round and if conditions allow, for the last round and three minutes for the other rounds. In open International events, different durations (not exceeding four minutes) may be used, provided this has been announced in the contest bulletin.

-Accepted (unanimous)

3.1.8 Classification, amend paragraph (b) as follows:

In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The maximum time of for the first of the deciding shall be six (from five minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight. The time of the additional flights shall not be included in the final figures of the classification for teams, they are for the purpose of determining the individual placing.

-Accepted (unanimous)

3.1.8, 3.28, 3.38 Classification, add a new sub-paragraph as follows:

If the number of competitors in a

fly-off is 12 or more and is greater than 25% of the number of competitors in the competition, then the fly-off may be split into two groups.

-Accepted (19 in favour, 2 against)

3.1.11 Launching Devices, amend paragraph (a) as follows:
Launching devices shall not exceed 35 metres (from 50m)

-Withdrawn

3.1.11 Launching Devices, amend paragraph (a) and (b) as follows:
The glider must be launched by means of a single cable with a minimum diameter of 1.75 mm, and its length, including release equipment and launching device, shall not exceed 50 metres, when subjected to a tensile load of 5 kg.

-Defeated at Technical Meeting and withdrawn

F1 – FREE FLIGHT, F1B

3.2.1 Definition, amend the paragraph as follows:

Model aircraft which is powered by an extensible motor and in which lift is generated by the aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of incidence. Variable geometry or area not allowed.

continued on page 56

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En avril, je me suis rendu à la réunion du CIAM/de la FAI à Lausanne (Suisse). La communauté du vol libre FAI devait affronter plusieurs problématiques. Voici un résumé de ce qui a transpiré de ces rencontres.

F1 – VOL LIBRE, F1A

3.1.1 Définition, modifier le paragraphe ainsi :

Une maquette d'avion qui n'est pas dotée d'un dispositif de propulsion et dont la portance est générée par des forces aérodynamiques qui agissent sur les surfaces qui demeurent fixes en vol, sauf lors de changements d'incidence.

La géométrie ou une surface variable n'est PAS autorisée.

- Défaite lors de la réunion technique et retirée

3.1.2 Caractéristiques des planeurs de F1A, modifier le paragraphe comme suit :

La longueur maximale du câble de lancement (chargé à 5 kg), de 50 à 40 mètres

- Défaite (à l'unanimité)

3.1.3 Nombre de vols, modifier le sous-paragraphe (a) comme suit : Chaque concurrent a droit à cinq (c'était sept) vols officiels lors d'un championnat mondial et continental. Pour les autres événements internationaux, le nombre de vols officiels demeure à sept, à moins que le CIAM n'ait annoncé et approuvé un nombre différent.

- Adoptée (22 en faveur, 4 contre)

3.1.7 Durée des vols, modifier le paragraphe comme suit :

La durée maximale qui devra être retenue pour les vols officiels lors d'un championnat mondial et continental est de quatre minutes pour la première ronde et de trois minutes pour les rondes suivantes. Lors de d'autres rencontres internationales, un maximum de trois minutes sera utilisé lors de toutes les rondes, à moins qu'une quelconque durée différente (qui ne dépasse pas quatre

minutes) ait été annoncée à l'avance dans le bulletin de concours portant sur des rondes spécifiques.

- Adoptée (25 en faveur, 2 contre)

3.1.7 Durée des vols, modifier le paragraphe comme suit :

La durée maximum qui devra être retenue pour les vols officiels est de quatre minutes pour la première ronde et, si les conditions le permettent, pour la dernière ronde, et de trois minutes pour les autres rondes. Lors des événements libres internationaux, des durées différentes (ne dépassant pas quatre minutes) peuvent être utilisées, à condition que le bulletin de concours l'ait annoncé à l'avance.

- Adoptée (à l'unanimité)

3.1.8 Classification, modifier le paragraphe (b) comme suit :

Pour déterminer le classement individuel lorsqu'il y a égalité (entre des pilotes), des vols supplémentaires seront réalisés après que le dernier du concours ait été complété. La durée maximale du premier vol décisionnel sera de six minutes (l'ancienne durée était de cinq minutes et le chrono maximum des vols supplémentaires ne sera pas inclus dans les chiffres finaux de la classification pour les équipes; ce chrono sert plutôt à déterminer le classement individuel.

- Adoptée (à l'unanimité)

3.1.8, 3.28, 3.38 Classification, ajouter un nouveau sous-paragraphe comme suit :

Si le nombre de concurrents lors d'un fly-off est de 12 ou davantage et qu'il représente plus de 25 % du nombre de concurrents à la compétition, seulement alors le fly-off pourra-t-il s'effectuer en deux groupes.

- Adoptée (19 en faveur, 2 contre)

3.1.11 Dispositifs de lancement, modifier le paragraphe (a) comme suit :

Les dispositifs de lancement ne dépasseront pas les 35 mètres (l'ancienne longueur étant de 50 mètres)

- Retirée

3.1.11 Dispositifs de lancement, modifier les paragraphes (a) et (b)

comme suit :

Le planeur doit être lancé grâce à un câble unique d'un diamètre minimum de 1,75 mm et sa longueur -- y compris l'équipement de largage et le dispositif de lancement -- ne devra pas dépasser 50 mètres, ce câble étant soumis à une charge de tension de 5 kg.

- Défaite lors de la réunion technique et retirée

F1 – VOL LIBRE, F1B

3.2.1 Définition, modifier le paragraphe comme suit :

Une maquette d'avion propulsée par un moteur extensible et dont la portance est générée par les forces aérodynamiques qui agissent sur des surfaces qui demeurent fixes en vol, à l'exception de changements d'incidence. La géométrie ou la surface variable n'est pas autorisée.

- Retirée

3.2.2 Caractéristiques des maquettes à moteur extensible de F1B, modifier le troisième paragraphe comme suit :

Le poids maximum du ou des moteur(s) lubrifié(s) est réduit à 25 grammes (anciennement 30 grammes)

- Défaite lors de la réunion technique et retirée

3.2.11 Lancement, ajouter un nouveau paragraphe à (e) comme suit :

L'hélice doit avoir été libérée et doit tourner sous motorisation avant que la maquette ne quitte les mains du concurrent.

- Défaite lors de la réunion technique et retirée

F1 – VOL LIBRE, F1C

3.3.1 Définition, modifier le paragraphe comme suit :

Une maquette d'avion qui n'est pas équipée d'un dispositif de propulsion et dont la portance est générée par des forces aérodynamiques qui agissent sur des surfaces qui demeurent fixes en vol, à l'exception de changements d'incidence.

La géométrie ou une surface variable n'est pas autorisée.

- Retirée

suite à la page 72

RC Combat



Bruce Gillespie 75738
Chair
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Combat season is well under way as you read this article. I hope everyone is having a blast. Combat is expanding in Southern Ontario with the following invitation from the North Simcoe Flyers:

The North Simcoe Flyers will be hosting a multi-club electric combat event on Sunday August 9th, 2015. Club combat rules will apply. Preferred aircraft is the Funder N' Lightning design, and power is restricted to 200W. Additional information is available on our website: <https://northsimcoeflyers.shutterfly.com/clubcombat>.

For details and registration, please contact Marko at 705-322-5252 or e-mail northsimcoeflyers@rogers.com

Please come out and support Marko and his Combat Group and have a fun day! Don't forget to send in a story of your club's adventures with Combat.

Remember - RC Combat is the most fun you can have with a model airplane! ✈



North Simcoe Flyers Combat Group's Funder N' Lightning planes. / Les maquettes Funder N' Lightning du North Simcoe Flyers Combat Group.

Combat de R/C



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

La saison de combat est véritablement lancée au moment où vous lirez cette chronique. J'espère que tout le monde s'amuse ferme. Le mouvement des maquettes de combat se propage jusque dans le Sud de l'Ontario et les North Simcoe Flyers lancent cette invitation :

Les North Simcoe Flyers organisent

Vol circulaire acrobatique suite de la page 41

reil le Great White, pour des raisons évidentes. Mon correspondant s'évertue maintenant à apprendre toutes les manœuvres de voltige.

Avis à ceux qui se cherchent du filin en grande quantité : songez à MBS Model Supply. Si vous vous procurez des bobines de 1 000 pieds (du fil torsadé de .012, .015 et .018), vous vous apercevrez que cela vous revient à un prix avantageux, comparé aux ensembles de 60 ou de 70 pieds. Le service est rapide et il est très aisé de commander.

un rassemblement de combat le dimanche 9 août 2015 pour maquettes électriques, à l'intention de tous les clubs intéressés. Les règlements de Club combat seront en vigueur. La maquette de choix sera le design du Funder N' Lightning et la puissance motorisée sera limitée à 200 watts. Renseignements supplémentaires à notre site Web, le <https://northsimcoeflyers.shutterfly.com/clubcombat>.

Pour les détails et pour vous inscrire,

Vous n'avez qu'à consulter MBS au www.mbsmodelssupply.com pour vous procurer du filin en vrac et du matériel pour maquettes.

Finalement, je vous rappelle que les Épreuves de sélection d'équipe F2B sont prévues le samedi 19 septembre à Crowland Park (Niagara Falls, dans le Sud ontarien).

Sentez-vous bien à l'aise, comme Matt l'a fait, de m'envoyer des mises à jour des péripéties de concours sur la scène locale et envoyez-moi des photos et des détails entourant votre plus récente maquette de voltige. ✈

veuillez communiquer avec Marko au 705 322-5252 ou par courriel au northsimcoeflyers@rogers.com.

Venez en grand nombre et appuyez Marko et son groupe de combat et amusez-vous tout au long de la journée! N'oubliez pas d'envoyer un compte-rendu des aventures de votre club en combat.

Rappelez-vous : le combat, c'est le plus de plaisir que vous pouvez éprouver avec une maquette d'avion! ✈



We are looking
for great stories
to share!

Editor@ModelAviation.ca

Electric



John Weekes 9358
Chair
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I would like to correct a statement that I made in the March 2015 issue of Model Aviation Canada. In that edition of the electric column, I stated that pilots should only fly at MAAC-sanctioned fields and not at municipal parks or soccer fields. In reality, MAAC policy does not discourage flying models of any kind at non-MAAC registered flying sites as long as permission is granted by the property owner or controlling authority. Of course, members must adhere to the MAAC Safety Code at all times for the type of model being flown. This provision gives members the opportunity to fly on their own property in isolated areas where there are no clubs, off the water at the cottage, and from parks.

As a MAAC committee Chair and a club president, I fully embrace the organization's official policy on this issue

and the decisions that have been taken on this and all issues. I encourage members to consult the MAAC Safety Code and other relevant MAAC policy and procedure documents regarding this and other issues. Please see the MAAC website for details.

We also have an excellent Safety Committee led by Doug Anderson whose members are available for advice and support.

My sole motivation for including the statement in my article was driven by sometimes seeing model airplanes flying in city parks and soccer fields in relatively close proximity to members of the public. I'm not talking about micro and other smaller electric airplanes, helicopters and quads – but much larger models that in my opinion, after 47 years of flying models, are not suitable for safe operation near other people due to their weight and speed.

Out of curiosity, I pulled up the municipal by-laws for the City of Ottawa, where I live. The Parks and Facilities By-law

No. 2004-276 on Sports and Activities subsection 5. (10) states that "No person shall operate a motor driven model airplane, helicopter, rocket or boat except in an area designated by the Director for that purpose." This statement underscores the need for pilots to obtain the owner's or controlling authority's permission in order to fly. I strongly suspect that the individuals I've seen over the years have not received permission to fly by the City and I am not aware of any designated area within the City where flying is permitted – other than MAAC-registered clubs that may now be situated within the City's ever-expanding limits.

I'm sure the City's By-law Enforcement Officers will respond accordingly when incidents of by-law infraction are reported to them.

The bottom line: Make sure you obtain permission before you fly and use common sense about the feasibility of the type and size of model you fly at non-MAAC fields. ✈

Électriques



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J'aimerais apporter un correctif à une déclaration que j'ai faite dans le numéro de mars 2015 de Model Aviation Canada. Dans ma chronique de maquettes électriques, j'ai déclaré que les pilotes devraient toujours faire voler leurs maquettes à des terrains reconnus par le MAAC et non dans des parcs municipaux ou des terrains de soccer. En fait, la politique du MAAC à cet égard ne décourage pas le vol à des terrains qui ne sont pas dûment enregistrés auprès de notre organisme national; il faut cependant que le propriétaire du terrain en question (ou une quelconque autorité quant à l'exploitation du terrain) ait donné sa permission. Bien sûr, les membres du MAAC doivent observer le Code de sécurité du MAAC en tout temps (celui qui s'applique à leur type de maquette). Cette disposition permet aux membres de faire voler leur maquette sur leur propre propriété dans des coins isolés où on ne trouve aucun club ou depuis l'eau au chalet ou encore dans des parcs.

À titre de président d'un comité du

MAAC et de président de club, j'appuie sans réserve la politique officielle de notre organisme là-dessus ainsi que les décisions qui ont été prises. J'encourage les membres à consulter le Code de sécurité du MAAC et les autres documents qui traitent des politiques et procédures du MAAC. Veuillez consulter le site Web du MAAC afin de lire d'autres détails.

Nous disposons aussi d'un excellent Comité de la sécurité que dirige Doug Anderson et dont les membres sont disponibles afin de donner des conseils ou de l'encouragement.

Mon unique motivation en insérant cette déclaration, c'était parce que j'observe parfois des maquettes d'avion évoluer dans des parcs de la ville et des terrains de soccer situés pas très loin du public. Je ne parle pas de micro-maquettes ou d'appareils électriques, d'hélicoptères et de quadricoptères -- il s'agit parfois de maquettes beaucoup plus imposantes qui, selon mon expérience de 47 ans à titre de modéliste -- ne conviennent pas à des opérations à proximité de personnes en raison de leur poids et de leur vitesse.

Par curiosité, j'ai consulté les règlements municipaux de la Ville d'Ottawa,

où je demeure. Le règlement 2004-276 sur les parcs et autres installations traite de sports et des activités. Le paragraphe 5. (10) stipule que «nulle personne ne fera fonctionner une maquette motorisée d'avion, d'hélicoptère, de fusée ou de bateau à l'exception d'un secteur qu'aura désigné le Directeur à cette fin.» (traduction libre) Cette déclaration sous-tend le besoin des pilotes d'obtenir la permission du propriétaire ou du gestionnaire afin de faire évoluer leurs maquettes. Je soupçonne que les personnes que j'ai vues (au cours des années) n'ont pas reçu cette permission de la part de la Ville et je ne connais en ville aucun coin désigné pour le vol -- exception faite des clubs inscrits auprès du MAAC qui se trouvent dans les limites sans cesse grandissantes de la Ville.

Je suis persuadé que les officiers de la réglementation réagiront prestement si une infraction leur est rapportée.

Le mot de la fin : assurez-vous d'obtenir la permission avant de faire évoluer votre maquette et faites preuve de gros bon sens quant à la possibilité de faire voler un type et une dimension de maquette à un terrain que ne connaît pas le MAAC. ✈

Giant Scale



Paul Chitty 41698L
Chair
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At the AGM, I was elected to the Giant Scale Chair position so I would like to introduce myself.

I have been in the RC hobby since the late 80s in Winnipeg; although I like all aspects of our great hobby, Giant Scale is my passion. My greatest pleasure comes from building either kits or from scratch, modifying existing plans is my favourite pastime.

I am the founding member of Warbirds Over The Bay in Burlington but have withdrawn from the organizing committee as I now live in Sarnia. Although Warbirds is open to all sizes of aircraft, it does attract a large number of giants.

My own hangar has a 96-inch wing-span gas-powered Mitchell B-25, a 90-inch gas Spitfire, a 96-inch Cessna 182 a 1/3 scale Pitts and some of you may remember the article in Model Aviation

Canada of my 82-inch Fairey Gannet. My present project is 90-inch quad EDF-powered BAe Nimrod MR4A.

Since the demise of the IMAA, there has been a void in the hobby and no organization to represent this ever-growing section of our hobby. So I will be unashamedly promoting Giant Scale. We have the Giant Scale section within MAAC plus GiantScaleCanada.com which is a forum for giants in Canada. There are also a couple of organisations in the U.S. that promote Giants. I would like to see all of these come together to replace the IMAA so if anybody has any ideas or has the organization skills to start an international organization, please let me know.

If you have any projects on the go that you think may be of interest to the community, send me photos and details. If the write-ups and pics have enough content, I will attempt to get them in the magazine as articles.

I would like to thank Tom Russel for

all of his hard work over the last few years in running this Committee, I will work diligently to serve the giant community as long as I am committee Chair.

When you attend events during the season, take photographs not only of giant airplanes but also the event itself, write brief event reports and send them in to me for inclusion in my monthly reports. Photos should be high resolution JPEGs and reports in Microsoft Word. I will endeavour to attend as many events where giants will be present this year, photos and reports will be forthcoming.

Let's all work together to promote Giant Scale and expand the interest in Canada, organize a giant scale event or get an established event to include a session for Giants, maybe we can have some Giant Scale banners made to display at events? Just let me know your ideas and I'll bring it to the Committee.

That's about it for this time so keep in touch and enjoy a fun-filled flying season. ✈

L'échelle géante



Paul Chitty 41698L
Président
519-330-6611 pchitty@bell.net

C'est lors de l'Assemblée générale annuelle du MAAC qu'on m'a élu au poste de président du Comité des petits-gros, si bien que j'aimerais me présenter.

Je suis impliqué au sein de notre passe-temps depuis la fin des années 1980 alors que j'habitais Winnipeg; bien que j'aime tous les secteurs de notre merveilleux passe-temps, les petits-gros sont ma véritable passion. Je retire beaucoup de plaisir d'assembler des kits ou de construire de façon artisanale en modifiant des plans (ce que j'aime beaucoup faire).

Je suis membre fondateur du rassemblement Warbirds Over the Bay à Burlington (Ontario) mais je me suis éloigné du comité organisateur puisque j'habite maintenant Sarnia (toujours dans le sud ontarien). Bien que la catégorie de ces vieux coucous de guerre soit ouverte à toutes sortes d'aéronefs, elle attire bon nombre de constructeurs de petits-gros.

Mon propre hangar renferme un Mitchell B-25 (envergure de 96 pouces, à moteurs à gaz), un Spitfire (envergure de 90 pouces, à gaz), un Cessna 182 (envergure

de 96 pouces), un Pitts à l'échelle un tiers et quelques-uns parmi vous se souviendront peut-être de mon Fairey Gannet (envergure de 82 pouces) qui a été l'objet d'un article dans Model Aviation Canada. Mon projet actuel, c'est un British Electric BAe Nimrod MR4A (envergure de 90 pouces, mû par quatre turbines électriques).

Depuis la fin abrupte de l'IMAA, il subsiste un vide au sein de notre passe-temps et aucun organisme d'importance ne représente présentement notre volet du passe-temps, malgré sa croissance. Sans honte aucune, je ferai la promotion des petits-gros. Le MAAC comporte sa section, en plus du site GiantScaleCanada.com, qui agit à titre de forum pour les initiés au Canada. On retrouve aussi quelques rares organismes qui en font la promotion aux États-Unis. J'aimerais que tous ces intervenants se concertent de sorte à remplacer l'IMAA; si quelqu'un a des idées ou possède les aptitudes organisationnelles pour lancer un organisme international, veuillez m'en informer.

Si vous avez des projets en marche et que vous pensez qu'ils seraient d'intérêt pour notre communauté, envoyez-moi des photos et des détails. Si les comptes-rendus

et les photos sont suffisamment nombreux, je tenterai de les insérer à titre d'articles.

J'aimerais remercier Tom Russel pour son travail acharné au cours des dernières années au sein de ce Comité. Je travaillais tout aussi fort afin de servir cette communauté aussi longtemps que je dirigerai ce Comité.

Lorsque vous vous déplacerez à des rassemblements en cours de saison, prenez des photos non seulement des maquettes mais aussi du déroulement de l'évènement; rédigez un court rapport et envoyez-moi cela pour que je les insère dans mes rapports mensuels. Les photos devraient être en haute résolution JPEG et les rapports rédigés à l'aide de Microsoft Word. Je tenterai de me rendre à autant d'évènements que possible là où se trouvent des petits-gros. À venir : photos et comptes-rendus.

Travaillons tous ensemble afin de faire la promotion des petits-gros et de faire croître l'intérêt au Canada. Organisons un rassemblement ou faisons en sorte qu'un tel évènement comporte dorénavant un volet dévoué aux petits-gros. Peut-être pourriez-vous faire préparer des ban-

suite à la page 50



Kelly Williams 59082L
Chair
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Welcome to what is sure to be another great season of jet modeling. I don't have much of an update for this issue, so I'll handle some minor housekeeping.

As of the last MAAC AGM, we have a revised Committee, listed below. Throughout the year in conversations with jet modellers, I sometimes need to clarify what our Committee represents, what it does, and how it does this within MAAC. The Committee is assembled with a maximum of two members per zone, where those members are responsible for discussing and voting on issues as they come up for discussion. That vote result is then passed on to the MAAC Board as a recommended action for them to follow.

The Chair's role is simply to make sure the group is discussing the right topics, and ensuring that the discussion has concluded to a point where a vote will be strongly supported (or ideally, that a decision is created with consensus). The

Chair position is often confused with that of a President, or some other position of authority. He/she has no ability to circumvent the process and create a resolution without the support of the group, followed by acceptance with the MAAC Board. The Chair can express opinions and help to guide the discussion, and only votes on a proposal if the responses generate a tie. That said, most would agree that a vote result needing a tie-breaker clearly hasn't been discussed to the point of a strong resolution.

So why am I mentioning this?... The point I'm trying to make is that your Committee can only act on your behalf if its members know what the needs and / or concerns of the MAAC jet community are. I do my best to read the forums and talk to pilots in person when an issue pops up, and alert the group if there's something to discuss. Thankfully, the last couple years have been relatively quiet. Members of the Committee are also encouraged to bring forward discussions where necessary, but that depends on the quality of communication with the jet pilots in each zone. Since we have a refreshed Committee, I thought it

would be valuable to broadcast the list and encourage you all to speak with them if you have a concern, idea, etc.

For full contact info for each Committee member, please consult the jet committee page on the MAAC website.

Till next time, have a safe flying season.

Kelly Williams, 59082, Delta Bc
Alan Blore, 21353, Calgary Ab
Bob Wonitoy, 23727, Edmonton Ab
Brent Norman, 48492, Kanata On
David Hopper, 29231, Burns Lake Bc
Douglas Sewell, 12964, Winnipeg Mb
Gary Arthur, 30370, Hamilton On
Joseph Coolen, 45859, White's Lake Ns
Kevin Forsyth, 18218, Surrey Bc
Len Gladstone, 8878, Winnipeg Mb
Mark Ramsay, 50437, Petitcodiac Nb
M. Lefebvre, 17997, Charlesbourg Qc
Paul Dries, 65385, Coquitlam Bc
Paul Sousa, 59665, Windsor On
Peter Doupnik, 16715, Lasalle On
R. Leblond, 59972, St-Jean Sur
Richelieu Qc



Avion à réaction



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Bienvenue à ce qui sera une superbe saison de jets. Je n'ai pas grand-chose à ajouter pour ce numéro si bien que je procéderai à des questions de cuisine.

Depuis la plus récente A.G.A. du MAAC, nous avons un Comité révisé, dont les membres figurent plus bas. Tout au long de l'année alors que je jaisais avec des modélistes adeptes des jets, je dois parfois clarifier ce que représente le Comité, ce qu'il fait et comment nous accomplissons ceci au sein du MAAC. Le Comité compte deux membres (maximum) par zone; ces membres ont la responsabilité de discuter et de voter sur des enjeux qui surgissent à des fins de discussion. Ce résultat de vote est ensuite transmis au Conseil de direction du MAAC à titre de suivi à assurer.

Le rôle du président du Comité, c'est simplement de s'assurer que le groupe aborde les bons sujets et de s'assurer

que la discussion mène au point où un vote est fortement appuyé (ou idéalement, qu'une décision a été prise par consensus). Le poste de président de comité est souvent interprété comme étant celui de président tout court ou d'un autre poste d'autorité. La personne qui préside un comité ne peut aucunement contourner le processus décisionnel et créer une résolution sans l'appui du groupe, ce qu'acceptera plus tard le Conseil de direction du MAAC. Le président (de comité) peut exprimer des opinions et aider à guider la discussion et ne vote que lorsqu'il y a égalité. Ceci dit, plusieurs personnes vous diront qu'un résultat de vote qui nécessite qu'on tranche l'égalité, cela signifie clairement que la question n'a pas été vidée de façon à engendrer une solide résolution.

Pourquoi suis-je en train de mentionner ceci? Là où je veux en venir, c'est que votre Comité (des jets) ne peut agir en votre nom que si les membres savent ce que sont les besoins ou les inquiétudes des membres de la

communauté des jets chez le MAAC. Je fais de mon mieux pour lire les forums de discussion en ligne et de parler directement aux pilotes lorsqu'un problème surgit, histoire d'alerter mon groupe s'il y a un sujet à aborder. Heureusement, ces dernières années ont été plutôt tranquilles. Les membres du Comité sont aussi encouragés à entamer la discussion lorsque nécessaire, mais cela dépend largement de la qualité des communications entre les pilotes de jets dans chaque zone. Puisque nous comptons un Comité ainsi renouvelé, j'ai pensé qu'il serait utile de vous faire connaître la liste des membres. Je vous encourage à parler à l'un d'entre eux si vous nourrissez une inquiétude ou si vous avez une idée.

Si vous voulez connaître les coordonnées complètes de chaque membre du Comité, veuillez consulter la page du Comité des jets au site Web du MAAC.

D'ici ma prochaine chronique, passez

continued on page 52

RC Precision Aerobatics



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Chair
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MAAC's Annual General Meeting was held in April and the recommendations of the Pattern Committee were accepted. The following are now applicable and will be incorporated into the 2015-2016 Rule Book:

- The American Advanced and Masters schedules will be used in Canada for the 2015 year. These schedules will only be for one year as the AMA is working towards having its schedule changes coincide with the FAI.

- The method of calculating final FAI scores for MAAC National and Team Selection Competitions has changed and will be:

At MAAC National and Team Selection Competitions, the FAI class shall fly four rounds of the current FAI-F3A Preliminary schedule "P-xx" and 2 rounds of the current FAI-F3A Finals "F-xx" schedule. The scoring format used for the FAI class at MAAC Nationals and Team Selection competitions shall be as follows:

- The final score will be calculated by
 - Taking the highest normalized three out of four scores from the Preliminary rounds;
 - Taking the highest normalized one out of two scores from the Finals rounds;
 - The best three of four Preliminary rounds shall be added to the best one of

two Finals rounds to produce a score out of a possible 4000;

- In the event of a rain delay, or lost day due to rain, the contest must have completed the four preliminary rounds, of which the best three scores will count to determine the final placings in the event.

2015 COMMITTEE

The members of the 2015-2016 Pattern Committee were also confirmed at the AGM and are:

David Blaby	Langley, BC
Paul Brine	Fergus, ON
Norman Cook	Kelowna, BC
Jim Eichenberg	Oakville, ON
Harry Ells	Cobourg, ON
William Gross	Red Deer, AB
Xavier Mouraux	Laval, QC
Chad Northeast	Calgary, AB
Timothy Pascoe	Hamilton, ON
Dave Reaville	Brentwood Bay, BC
Jerry Ruscheinski	Maple Ridge, BC

Will Gross is also the alternate for the F3A team travelling to Switzerland in August and has sent us a short bio below. Harry Ells is a familiar name -- he has been flying for over 30 years and was Pattern Chair for ten years. Harry has also been looking out for our interests on the F3A FAI Committee for 15 years. Paul Brine and Timothy Pascoe both return to the Committee after a snafu with MAAC time tables last year.

Welcome to you all.

The F3A team is taking advantage of the spring weather and practicing hard. The August departure date is coming up fast. Our fundraising activities continue and the team would like to thank all the clubs which support them. They are proud to represent our country.

WILL GROSS, ALBERTA, CANADA

Primary Interests: F3A Precision Aerobatics

I work in the telecommunications industry as an RF Engineer. My passion is flying F3A precision aerobatics. My flying interests are primarily Pattern but I really enjoy Giant scale freestyle 3D, indoors flying etc.

I really enjoy helping others in this great hobby. My wife is my number one supporter and my two kids are the best pit crew on the planet!

Accomplishments: fourth place at the Canadian Nationals and Team Trials in FAI; First alternate pilot for the Canadian F3A Team that will represent Canada at the F3A World Championships in Switzerland 2015; First Place Precision Aerobatics at the Canadian Nationals in Advanced 2012; First Place Masters in the F3A Western Canadian Pattern Championship; First and Third Place in FAI in the Western Canadian Pattern Championships in Alberta Canada 2013 & 2014.

Sponsored by: Team Futaba, Thunder Power and Great Hobbies. ✈

Acrobatie de précision RC



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Président
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L'Assemblée générale annuelle du MAAC s'est déroulée en avril et les recommandations du Comité de voltige ont été acceptées. Ce qui suit peut maintenant être appliqué et sera incorporé dans le livret des règlements en 2015-2016 :

- * Les séquences Advanced et Masters des États-Unis seront en vigueur au Canada en 2015. Celles-ci seront en usage pour une seule année puisque l'AMA (notre vis-à-vis américaine) travaille afin de faire coïncider les

changements de sa séquence avec celle de la Fédération aéronautique internationale (FAI).

La méthode de calcul du pointage final de la FAI pour les compétitions de sélection nationale et d'équipe du MAAC a été changée et consistera de :

- * Lors des compétitions nationales et de sélection d'équipe du MAAC, les concurrents au sein de la catégorie de la FAI effectueront quatre rondes de l'actuelle séquence préliminaire P-xx de la FAI-F3A, suivi de deux rondes de la séquence actuelle des finales F-xx de la FAI-F3A. Le format de pointage qui est utilisé pour la catégorie FAI lors des compétitions nationales et de sélection

d'équipes sera comme suit :

- Le pointage final sera calculé en
 - * retenant les meilleurs trois scores (de quatre) normalisés pendant les rondes préliminaires;
 - * retenant le meilleur score (de deux) pendant les rondes finales;
 - * retenant les meilleurs trois rondes préliminaires (de quatre) pour les ajouter au meilleur pointage (de deux) lors des rondes finales, afin de produire un score sur un plateau maximal de 4 000 points;
 - * advenant un délai en raison de la pluie ou d'une journée perdue en raison de la pluie, les concurrents devront avoir complété les quatre rondes préliminaires;

continued on page 50

Randy Smith 13141
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Je pilote un drone multirotor! Voilà une façon bien étrange d'entamer une chronique sur les courses de maquettes télécommandées autour de pylônes. Pas vraiment et je vous encourage à poursuivre votre lecture... Nous voyons des drones presque partout. Ils sont ici pour rester et nous en voyons les détails dans les nouvelles, les revues et bien sûr, dans Internet. Ce nouveau volet des maquettes télécommandées m'intéresse beaucoup, si bien que j'ai plongé la tête la première.

En mai dernier, j'ai acheté un quadricoptère du fabricant Yuneec Electric Aviation. Yuneec fabrique des avions électriques pour passagers et fait maintenant son entrée dans l'univers des drones. J'ai acheté le Typhoon Q500+. Il s'agit d'une plateforme intégrée dotée d'une caméra de 1080p qui est montée sur un cardan à trois axes. Cet appareil est doté d'un système de

verrouillage GPS, ce qui le protège de toute manœuvre périlleuse. Simplement dit, il vole tout seul, se stabilise automatiquement, se surveille tout seul et peut même atterrir sans aide!

D'accord et que vient faire tout cela dans la course de maquettes autour de pylônes? J'ai décidé que ma nouvelle plateforme aérienne de vidéo pourrait être un outil intéressant afin de pratiquer mes envolées autour de pylônes. Mon idée, c'était d'exécuter du surplace au drone à environ 100 pieds au-dessus de la mi-parcours entre les pylônes 2 et 3, la caméra étant dirigée tout droit vers le bas. Puisque la maquette de course vole à environ 60 ou 70 pieds sous le drone, la caméra vidéo pourrait surveiller la proximité de la maquette aux pylônes.

Lors de mon premier essai, cela a assez bien fonctionné et nous avons même réussi à éviter une collision aérienne! Vous pouvez visionner une capture d'écran du Strega (Q40) de Delbert alors que la maquette effectue ses manœuvres de parcours. On aperçoit le Strega vert de Delbert

juste à l'extérieur du pylône numéro 2. Vous pouvez visionner la vidéo sur youtube au lien suivant : <http://youtu.be/pnMGRmgxtNY>.

Maintenant, la question qui est l'objet d'un débat lors de notre café matinal : est-ce un cliché précis de la position de l'avion relativement aux pylônes? Y a-t-il une illusion d'optique? La maquette pourrait se trouver à l'intérieur des pylônes. La caméra est positionnée à 100 pieds au-dessus du sol et à 50 pieds à l'intérieur du pylône. La maquette vole à environ 30 pieds d'altitude. Nous devons procéder à d'autres essais.

La série de courses estivales débute à Calgary les 23 et 24 mai. Morinville sera l'hôte des prochaines courses les 13 et 14 juin tandis que Regina en accueillera les 20 et 21 juin. Roy Andrassy et moi nous dirigeons aux U.S. Nats à Muncie (Indiana) une fois de plus, en juillet. Nous vous offrirons un compte-rendu.

La saison de vol est courte. Sortez et pratiquez les tours! ✈

Acrobatie de précision RC suite de la page 49

les trois meilleurs pointages compteront afin de déterminer le classement final de l'évènement.

LE COMITÉ EN 2015

Les membres du Comité de voltige en 2015-2016 ont d'ailleurs été confirmés lors de l'A.G.A. Il s'agit de :

David Blaby	Langley, BC
Paul Brine	Fergus, ON
Norman Cook	Kelowna, BC
Jim Eichenberg	Oakville, ON
Harry Ells	Cobourg, ON
William Gross	Red Deer, AB
Xavier Mouraux	Laval, QC
Chad Northeast	Calgary, AB
Timothy Pascoe	Hamilton, ON
Dave Reaville	Brentwood Bay, BC
Jerry Ruscheinski	Maple Ridge, BC

Will Gross agit aussi comme remplaçant pour l'équipe de F3A qui se déplacera en Suisse en août et celui-ci nous a fait parvenir quelques détails biographiques, plus bas. Harry Ells est un nom que certains reconnaîtront

puisque'il fait voler des maquettes depuis plus de 30 ans et qu'il a présidé ce Comité pendant dix ans. Harry voit aussi à nos intérêts au sein du Comité F3A de la FAI depuis 15 ans. Paul Brine et Timothy Pascoe reviennent dans les rangs du Comité. Bienvenue à vous tous.

L'équipe de F3A profite du printemps pour se pratiquer vigoureusement. Le départ en août approche à grands pas. Nos activités de cueillette de fonds se poursuivent et l'équipe voudrait remercier tous les clubs qui l'appuient. Ces gars-là sont fiers de représenter notre pays.

Will Gross
Alberta, Canada
Principaux intérêts : acrobatie de précision F3A

Je travaille dans l'industrie des télécommunications à titre d'ingénieur RF. Ma passion, c'est l'acrobatie de précision F3A. Mes intérêts sont d'abord la voltige mais j'aime aussi beaucoup les petits-gros, le vol freestyle 3D, le vol intérieur et d'autres volets de notre passe-temps.

J'aime beaucoup aider les autres au sein de notre passe-temps. Ma femme

est ma partisane numéro un et mes deux enfants sont les meilleurs aides de camp dans les puits!

Mes réalisations : une quatrième place aux Épreuves canadiennes et aux essais de qualification d'équipe (FAI); premier remplaçant de l'équipe canadienne de F3A qui défendra les honneurs du Canada lors du Championnat mondial de F3A en Suisse en 2015; première place (acrobatie de précision), catégorie Advanced, lors des Épreuves canadiennes en 2012; une première place (catégorie Masters) lors du Championnat de l'Ouest canadien de voltige F3A; première et troisième places en FAI lors du même Championnat, respectivement en 2013 et en 2014. Je suis commandité par : Team Futaba, Thunder Power et Great Hobbies. ✈

L'échelle géante suite de la page 47

nières à cet effet lors du prochain rassemblement? Faites-moi connaître vos idées et je les apporterai au Comité.

C'est à peu près tout pour cette fois-ci. Demeurez en contact et amusez-vous tout au long de la saison. ✈



Screenshot of Delbert's Strega Q40 pylon racer carving a turn just outside of pylon #2 at an altitude of about 30 feet. The UAV camera is hovering 100 feet above the pylon course. / Une saisie d'écran du Strega de Delbert qui négocie son virage à l'extérieur du pylône numéro 2 à environ 30 pieds d'altitude. La caméra fait du surplage à environ 100 pieds au-dessus du parcours. Photo by Randy Smith

Randy Smith 13141
Chairman
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I'm flying a multi-rotor UAV! That's a strange way to start an RC Pylon Racing column. Not really, read on... We are starting to see multi-rotor UAVs almost everywhere. They're here to stay as we see them in the news, magazines, and of course, frequently on the internet. This new part of the RC hobby really interests me so I had to dive in head first.

Back in May, I purchased a quad-rotor UAV made by Yuneec Electric Aviation. Yuneec makes full-size electric manned aircraft and is now dabbling in RC UAVs. I purchased the Q500+ Typhoon. It is a fully integrated UAV video platform with 1080p camera mounted on a three-axis gimbal system. It has a GPS satellite lock system that makes the aircraft nearly idiot proof. It basically flies itself, is self-stabilizing, self-monitoring, and self-landing!

O.K., so what does this have to do with pylon racing? I decided my new aerial video platform might make an interesting and fun tool for practicing my pylon course. My idea was to hover the UAV about 100 feet above the mid-point between pylons #2 and #3 with the camera pointed straight down. As the pylon racer flies approximately 60 or 70 feet below the UAV, the video camera will monitor how close the racing model comes to the pylons.

In my first trial, things worked pretty well and we managed to avoid a mid-air collision! You can see a screen shot of Delbert's Strega Q40 pylon racer scribing its way around the base pylons of our

race course. Delbert's green Strega is seen just outside of pylon #2. The video can be seen on Youtube at the following link: <http://youtu.be/pnMGRmgxtNY>.

Now the question we are debating over coffee is whether this is an accurate view of the position of the plane relative to the pylons? Is there parallax at play here? The model might be inside the pylon. The camera is positioned 100 feet above the ground and 50 feet inside the pylon. The model is flying at about 30 feet. More

trials and experimentation is required.

Our summer pylon racing series begins in Calgary on May 23, 24. Then, there will be Morinville, Alberta on June 13, 14 and in Regina, SK June 20, 21. Roy Andrassy and I are headed to the U.S. Nats in Muncie, Indiana again in July. Future issues will report on these competitions.

It's a short flying season. Get out and do some laps! ✈



Delbert Godon flies his Strega Q40 racer while Randy Smith, RC Committee chairman, captures video footage of Delbert's flight around the pylons from above with his Yuneec Q500+ Typhoon UAV quad-copter. The aerial video platform is used as pylon practice tool. / Delbert Godon pilote son Strega de course pendant que Randy Smith (président du Comité des maquettes de course autour de pylônes) saisit des images vidéo du vol depuis son quadricoptère Yuneec Typhoon Q500+. Cette plateforme aérienne de vidéo est un outil pour les pratiques de course. Photo by Sandy Scott

Roland Worsfold 50286
Président
250-374-4405 rolydd@telus.net

Je ne connais pas votre avis là-dessus, mais si vous lisez cette chronique, il est fort possible que parallèlement à vos activités de modéliste au sein du MAAC, les avions (à l'échelle réelle) vous intéressent aussi. Vous êtes probablement de ceux qui regardent vers le ciel lorsqu'un aéronef vole au-dessus de votre tête et vous allez probablement faire un tour aux spectacles aériens lorsque vous en avez la chance.

Vous déplacez-vous à l'occasion à l'aéroport uniquement pour voir les décollages et atterrissages d'avions? Moi aussi. Avez-vous déjà remarqué à quel point les avions volent, décollent et atterrissent avec fluidité? C'est probablement parce que des gens à l'intérieur les pilotes, à l'opposé de nos maquettes.

Le vol de copies volantes est un volet intéressant du vol télécommandé. En voici les bénéfices :

- * meilleures aptitudes de pilotage et de construction;

- * pilotage avec plus d'assurance (vous vous souvenez du vol des véritables appareils?). Si vous n'avez pas encore essayé, pensez-y la prochaine fois que vous pilotez l'une de vos maquettes -- ce pourrait être une expérience intéressante;

- * vous n'avez pas besoin de construire une maquette pour vous inscrire à des concours de copies volantes -- on y voit de tout : des maquettes presque prêtes à voler, des maquettes prêtes à voler et même des maquettes que quelqu'un d'autre a construites;

- * vous pouvez acheter presque n'importe quel type d'avion qui a été dessiné. À défaut de ne pouvoir piloter «la vraie patente», vous pouvez piloter une ma-

quette télécommandée qui ressemble au véritable appareil!;

- * là où il faut commencer, c'est lors des ralliements de copies volantes -- rencontrez de nouvelles personnes et examinez les maquettes de toutes les dimensions et de toutes les marques.

Avec l'avènement des piles de nouvelle génération, de l'équipement radio et des moteurs tout à fait modernes, le coût et l'apprentissage d'une maquette télécommandée sont beaucoup plus abordables que voilà tout juste quelques années. Les modélistes peuvent se procurer presque n'importe quelle maquette d'un appareil à l'échelle réelle (de n'importe quelle dimension et de niveau de construction). Certaines maquettes peuvent voler littéralement en sortant de la boîte.

Avec un peu de chance, vous aurez participé -- ou avez l'intention de participer -- à un rassemblement de copies volantes dans votre région. S'il n'y en a pas à proximité de chez vous, songez à faire la promotion d'un rassemblement Fun Scale pour débutants ou d'organiser une activité à votre club au cours de laquelle une station de pilotage est mis à la disposition des pilotes qui voudraient faire juger leur vol; les autres stations seraient à l'intention du pilotage habituel. Ceci pourrait attirer les concurrents expérimentés et les juges qui veulent pratiquer en même temps que de nouveaux pilotes potentiels.

- * C'est une bonne façon de se rassembler et de partager des idées afin de procurer du plaisir aux participants;

- * Cela fait la promotion des copies volantes à titre d'activité agréable au cours de laquelle les participants n'ont pas à être jugés et ceux qui le veulent bien peuvent l'être.

J'encourage les concurrents et les organisateurs de concours de qualifi-

cation à aider à organiser et à participer à ces activités.

- * Vous trouverez des renseignements sur la façon de procéder au lien suivant : <http://www.nwsam.org/scale-event-abcs.html>;

- * Vous pouvez aussi visionner un montage vidéo sur la promotion de la compétition de copies volantes au lien suivant : <http://www.nwsam.org/scale-event-abcs.html>.

Les Modélistes aéronautiques associés du Canada possède aussi du financement pour de «nouveaux» concours -- ceux qui comportent des éléments de compétition (jugement du vol et de la présentation statique) sont admissibles à ce financement.

Les concours/épreuves de qualification de copies volantes connaissent une croissance grâce à cette approche citée plus haut -- il faut se concentrer sur les clubs du MAAC et sur les membres afin de faire la promotion de l'aéromodélisme de copies volantes.

- * De tels événements profitent à notre passe-temps, aux clubs et aux modélistes tout en exposant ce même passe-temps au public... source de potentiels nouveaux membres.

Veillez communiquer avec votre représentant du Comité des copies volantes ou avec moi-même si vous avez des questions. J'espère que vous passez une belle saison de vol, aussi enrichissante qu'en toute sécurité. ✈

Avion à réaction

suite de la page 48

une bonne saison... en toute sécurité!

Kelly Williams, 59082, Delta Bc
Alan Blore, 21353, Calgary Ab
Bob Wonitoy, 23727, Edmonton Ab
Brent Norman, 48492, Kanata On
David Hopper, 29231, Burns Lake Bc
Douglas Sewell, 12964, Winnipeg Mb
Gary Arthur, 30370, Hamilton On
Joseph Coolen, 45859, White's Lake Ns
Kevin Forsyth, 18218, Surrey Bc
Len Gladstone, 8878, Winnipeg Mb
Mark Ramsay, 50437, Petittcodiac Nb
M. Lefebvre, 17997, Charlesbourg Qc
Paul Dries, 65385, Coquitlam Bc
Paul Sousa, 59665, Windsor On
Peter Doupnik, 16715, Lasalle On
R. Leblond, 59972, Saint-Jean-sur-Richelieu Qc. ✈

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I don't know about you, but if you are reading this, it seems you are more than likely a MAAC member and that you have a interest in aeroplanes. You probably glance upwards to watch full-size airplanes as they fly overhead and attend air shows when the opportunity presents itself.

Do you ever go to a full-size airport and just watch airplanes come and go? Me too. Have you ever noticed how most of the airplanes fly, take off and land steady, smooth and stay together in flight? It's probably due to the fact that there are people inside them, not like our models.

Flying RC Scale is an interesting aspect of RC aero-modelling. The benefits are:

- * Improved flying and building skills;
- Flying nice and steady (remember how the full size planes look?). If you haven't tried it, think about it next time you go flying -- might be an interesting experience for you;
- You don't need to build an airplane to fly in scale events -- anything goes now, Almost Ready To Fly, Ready to Fly and planes built by others;
- You can buy almost any plane that has been built; hey, if you can't fly 'full size', you can fly any radio controlled airplane that's a replica;

Lorne Barber's 1/4 scale Tiger Moth. / Le Tiger Moth à l'échelle un quart de Lorne Barber.

• Fun Scale rallies/events is where to start -- get to meet new people and see many different aircraft of all sizes and models.

With the new technology in batteries, radio equipment and motors, the ease of cost and learning to fly is much easier than it was a few short years ago. Modelers can purchase almost any model of a full-size aircraft to any size and degree of being built. Some are right out of the box, ready to fly.



Some great detail work in Peter Hill's Space Walker. Le Spacewalker de Peter Hill est très détaillé.

Hopefully, you have attended, or plan to attend, a Scale event in your area. If you don't have any close by, consider promoting a 'Starter Fun Scale' event or club activity with one flight station provided for the opportunity to be judged; the other flight lines are for open flying. This will attract experienced contestants and judges who want to practice along

with potential new flyers.

- It's a good way to get together to share ideas and make the outing a 'Fun Time';
- This also promotes Scale as a fun activity where the participants do not have to be judged and those so inclined can be judged.

I encourage those who are qualified contestants to help organize and participate in these activities.

- "How To" information can be found here: <http://www.nwsam.org/scale-event-abcs.html>;
- A slide tape video for promoting interest in RC Scale competition can be seen at: <http://www.nwsam.org/scale-event-abcs.html>.

The Model Aeronautic Association of Canada has some funding available for 'New' Competition events -- those with competition elements (Flying and Static Judging) qualify.

Scale Aero-Modelling contests/qualifiers continue to grow using the above approach -- Focus on the MAAC Clubs and membership to promote RC Scale Aero-Modelling.

• Events benefit the hobby, clubs and modellers while exposing the hobby to the public where there are lots of potential new MAAC members.

Please contact your Zone RC Scale Committee representative or myself if you have any questions. ✈

Acrobatie de copies volantes RC



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ENFIN L'ÉTÉ!

Au moment où vous lirez ceci, mon épouse et moi nous trouvons à Florence (Italie). J'ai pris ma retraite à titre de perfusionniste cardiovasculaire (une carrière s'étalant sur 31 ans) et je m'abandonne à ma passion de sculpture figurative! Pour la majeure partie de l'été, je me retrouve à l'Académie des arts de Florence afin d'apprendre auprès des maîtres!

Bien sûr, mon autre passion, c'est le vol acrobatique de compétition et cette année, je me retrouverai pour la première fois au sein de la catégorie Unlimited en IMAC.

Le parcours a été très long et Dieu merci, j'ai l'avion et l'expérience pour franchir cette étape et vous pouvez en faire de même!

Pour les pilotes nouvellement arrivés au sein de l'acrobatie de copies volantes, nous présentons pour la deuxième année de file le Great Canadian Aerobatic Challenge. Rendu à ce point-ci, vous serez en train -- si ce n'est déjà fait -- de terminer le défi et vous êtes prêt à vous inscrire à votre premier concours IMAC. Le meilleur conseil que je puisse vous donner, c'est de vous fixer une routine de pratique!

PRÉPARATION DE LA MAQUETTE

Nous assistons souvent au scénario suivant en voyant arriver des pilotes au sein de la catégorie Basic : ils s'installent avec des maquettes mal réglées pour le vol IMAC, éprouvent souvent des problèmes de moteur et ne connaissent pas la routine Basic. Cela se traduit par du STRESS, tant pour eux à titre de concurrents que pour les observateurs (et oui, même pour les juges)!

Si vous avez suivi les suggestions des séries Challenge, vous devriez avoir une bonne idée de la façon de vous pratiquer lors d'une routine Basic de l'IMAC et de l'allure que devraient avoir les diverses manœuvres. Demandez un coup de main de la part des meilleurs pilotes de votre club; ils vous aideront à ajuster votre avion de sorte à ce qu'il devienne compétitif. Ou encore, consultez l'Internet afin de voir quel débattement les pilotes appliquent aux gouvernes de leur propre



Don McLellan was one of the demo pilots for the judging seminar on a cold and windy day at the Stoney Creek Hawks field. / Don McLellan était l'un des pilotes de démonstration lors de l'atelier des juges, par une journée froide et venteuse au terrain des Stoney Creek Hawks.

appareil, ce qui leur assurera un peu plus de succès. Pour une maquette typique comme l'Extra 300, vous pourriez lire les débats suivants :

Élévateur : 10-12 degrés de débattement (un peu plus pour les tonneaux ou lors des décollages et atterrissages)

Gouvernail de direction : 15-20 degrés de débattement (suffisamment pour effectuer un bon virage hammer/stall)

Aileron : 18-25 degrés de débattement (pour un bon taux de roulement de 360 degrés à la seconde)

Gaz : habituellement, on lui fait décrire une courbe afin d'assurer une bonne transition entre le bas régime et pleins gaz

Ce ne sont là que des lignes directrices plutôt vagues, mais vous constaterez immédiatement qu'on ne retrouve pas de débattement digne des manœuvres de 3D!

Assurez-vous de vous munir de bonnes piles et d'un moteur fiable ou encore, utilisez la même chose que vos bons pilotes au sein du club. Il y a une raison pour laquelle la plupart des copies volantes acrobatiques sont des Extra, que leur moteur respectif est de Desert Aircraft et que les émetteurs sont des Futaba (bon, je fais aveu de partisanerie) : ils sont fiables et tout à fait prévisibles!

Finalement et le plus important, amusez-vous. Après tout, nous évoluons au sein d'un passe-temps et sport; nous devrions toujours nous en souvenir.

GASTON BOISSONNEAULT

Je me dois de mentionner mon bon ami Gaston qui s'est éteint soudainement à son terrain de vol juste avant d'effectuer le vol inaugural de son Carden Pro. Il nous a profondément touchés en raison de son amour et de son enthousiasme des maquettes télécommandées et grâce à son enseignement et à son encouragement envers les autres.

Le monde était meilleur grâce à son rire et à son énergie débordante. Gaston a embrassé cette discipline du vol de copies volantes comme un poisson dans l'eau. Il a travaillé d'arrache-pied afin de se détendre et de maîtriser la routine Basic. Il a piloté lors de nombreux concours en notre compagnie. Notre évasion en route pour Ocala avec mon copain de vol Brendan Grace et moi-même demeurera gravée à jamais dans notre mémoire!

Gaston s'est lancé en acrobatie de copies volantes alors que certains observateurs auraient décrété que c'était un objectif inatteignable; pourtant il s'est lancé à pieds joints, avec succès d'ailleurs. Il commençait à piloter au sein de la catégorie Sportsman et avait vraiment hâte de vivre une prochaine année amusante. Il est une inspiration et nous a montré qu'il ne faut jamais abandonner. Je lui dirais : repose-toi, mon ami... mais il est probablement en train d'organiser un concours là-haut au moment où j'en parle! ✨

Scale Aerobatics



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AHH, SUMMER!

As you read this, my wife and I are in Florence, Italy. I retired from my career as a cardiovascular perfusionist of 31 years and am pursuing my passion for figurative sculpture! So for most of this summer, I am at the Florence Academy of Art learning from the masters!

Of course, my other passion is flying competitive aerobatics and this year marks my first in the Unlimited class in IMAC.

It has been a long journey to be able to actually attempt this and thankfully, I have both the plane and the experience to do it and so can you!

For those pilots who are completely new to scale aerobatics we have brought forth, for the second year, the Great Canadian Aerobatic Challenge. By this time, you are hopefully in the middle of or have already completed the challenge and are ready to enter your first IMAC contest. The number one thing I can say is this: establish a practice routine!

PLANE SET-UP

We see this scenario with first-time Basic pilots all the time: they come with planes that are improperly set up for IMAC, often have engine issues and don't know the Basic routine. That spells STRESS for both you and your caller (and yes, even the judges)!

If you've followed the suggestions from the Challenge series, you should have a good idea of how to practice for the Basic IMAC routine and what the various manoeuvres should look like. Get the help of your top club pilots to help you set up your plane to make it competitive or go on the internet to see what throws people are using for success. For a typical plane like an Extra 300, you'll see throws like this;

Elevator: 10-12 degrees of throw (slightly more for spins or take off and landing)

Rudder: 15-20 degrees of throw (enough for a good hammer/stall turn)

Aileron: 18-25 degrees of throw (for a good roll rate of 360 degrees per second)

Throttle: usually is on a curve for



*Expert judges shared their knowledge of the new 2015 IMAC rules held at the Stoney Creek Airpark./
Les juges experts ont partagé leurs connaissances des règlements 2015 de l'IMAC au parc aérien de Stoney Creek.*

smooth transition from low to high.

These are just rough guidelines but you see right away that there are no 3D-type throws here!

Make sure that you have good batteries and a reliable engine or just use what the top guys are using. There is a reason the majority of Scale Aerobatic planes are Extras, engines are DA, and radios are Futaba (O.K., I'm biased here LOL,), they are reliable and predictable!

Finally and most importantly, have fun. After all, this is a hobby and sport and it should always be about that.

GASTON BOISSONNEAULT

I have to mention my good friend Gaston who passed away suddenly at his flying field just before he maiden his new Carden Pro. He touched us so profoundly with his love and enthusiasm in flying RC and in teaching it and encouraging others.

The world was a better place with his laughter and boundless energy and he took to flying scale aerobatics like the proverbial duck to water. He worked his butt off to try and relax and master the Basic routine and flew in many contests with us. Our road trip to Ocala with my flying buddy Brendan Grace is one we will never forget!

He started this at an age when most would have thought it an impossible goal, yet he succeeded and went in with both feet. He was starting to fly in Sportsman and was so looking forward to another fun year. He is an inspiration to all of us to never give up. I would say rest easy my friend, but he's probably organizing things up there as we speak! ✈

-Withdrawn**3.2.2 Characteristics of Model Aircraft with Extensible Motors F1B, amend the (3rd) paragraph as follows:**

Maximum weight of motor(s) lubricated reduced to 25 grams from 30 grams.

-Defeated at Technical meeting and withdrawn**3.2.11 Launching, add new paragraph at (e) as follows:**

The propeller must have been released and be rotating under power before the model leaves the competitor's hands.

-Defeated at Technical Meeting and withdrawn**F1 – FREE FLIGHT, F1C****3.3.1 Definition, amend the paragraph as follows:**

Model aircraft which is not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight except for changes of incidence Variable geometry or area is not allowed.

-Withdrawn**3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C, amend the last paragraph as follows:**

F1C models MUST be fitted with radio control only for irreversible action to control dethermalization of the model.

-Accepted (24 in favour, 2 against)**3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C, amend the 7th paragraph as follows:**

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organizers, and must be used for every official flight. The composition shall be as follows: 80% methanol, 20% synthetic oil.

--Defeated at Technical Meeting and withdrawn**3.3.2 Characteristics of Model Aircraft with Piston Motor(s) F1C, amend the 5th paragraph as follows:**

Maximum duration of motor run time reduced to 4 seconds from 5 seconds, from release of model.

--Accepted (22 in favour, 2 against)**ANNEX 1****RULES FOR FREE FLIGHT WORLD CUP**

Communications, amend the paragraph as follows:

The World Cup Coordinator MUST receive the results from each contest in the World Cup and then calculate and publish the current World Cup positions. These should be made available via the FAI website.

-Accepted (27 in favour, 1 against)**3.5.1, 3.6.1, 3.G.1, 3.H.1, 3.J.1, 3.K.1 Definition, amend paragraphs as follows:**

Model aircraft not provided with a propulsion device and in which lift is generated by aerodynamic forces acting on surfaces that remain fixed in flight, except for changes of incidence.

-Accepted (unanimous)

F1S, new class as shown in Agenda Annex (7b).

Reason: To create a simple mini-electric event complimenting F1Q. F1S is modelled on the very successful E36 event developed in the USA and many have sold internationally. It's the fastest growing event, F1S uses the same model specifications as E36. F1S models qualify to fly in F1Q as models without energy limiters and their energy is estimated according to 3.Q.2.b.

Timing electric motors is notoriously inaccurate. Instead, motor runs are timed statically before or during the flight. To avoid pre-flight static motor verifications from interfering with flying, they are barred towards the end of the rounds and in fly-off windows.

--Accepted (24 in favour, 1 against)

In closing, I would like to thank the M.A.A.C. Board of Directors for giving me the opportunity to attend the FAI / CIAM meeting. It was an experience that I found fascinating, the behind the scenes look at international competition, and the structure within this organization is an incredible experience. I would also like to thank the individuals who fly in these respected disciplines of model aircraft for all of their input and support at these meetings.

Given the opportunity to attend these meetings again, it would be my pleasure to take on this task. If anybody has any questions regarding the meeting, please feel free to contact me. ✈

et je n'ai rien fait voler jusqu'en 1984, lorsque j'ai fait la connaissance des Markham Indoor Flyers. Depuis, j'ai non seulement fait voler des maquettes sous des plafonds élevés mais aussi dans mon grenier, dans mon sous-sol et dans ma chambre (les hélicoptères de vol intérieur sont parfaits). Tant dans ma cuisine que dans la salle de conférence du bureau, mon ministick a réalisé des temps de vol de plus de quatre minutes. Les endroits où faire voler pareille maquette ne manquent pas. Tout ce dont nous avons besoin, c'est d'une petite maquette comme le Lenny 2/6 dont il était question dans le numéro de juillet 2013 de Model Aviation Canada mais construite avec du bois plus mince, un

fuselage plus mince, une hélice un peu plus poncée (sablée) et recouverte de mylar, de plastique de chez le nettoyeur à sec ou encore d'un sac de fruits ou de légumes. Ces matériaux sont plus légers que le tissu classique.

Je manque d'espace, si bien que je vous ferai part des résultats du concours postal et de nouveaux records la prochaine fois. ✈

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Simple Rules Règlements simples

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'
Registration on the MAAC Website
Your club must register online by June 1

Décidez de la teneur du vol
Lorsque vous êtes prêt, débutez en criant : "DANS LA BOÎTE!"
Demandez à votre observateur de nommer les manoeuvres
Passez à travers toute la séquence, sans pause
Si vous commettez une erreur, ressaisissez-vous et reprenez la manoeuvre.
En complétant la manoeuvre, criez : "HORS DE LA BOÎTE!"
Effectuez la séquence à deux reprises avant d'atterrir.
Félicitations, vous avez piloté pendant "une ronde"
Inscrivez-vous au site Web du MAAC
Votre club doit s'inscrire en ligne d'ici le 1er juin

Helpful Hints Quelques trucs

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!

Vérifiez nos conseils sur la façon de lire les séquences Aresti.
Demandez à quelqu'un d'énumérer les séquences lorsque vous pilotez.
Faites participer vos amis
Entamez toujours une manoeuvre avec les ailes parallèles à l'horizon!
Exécutez de GRANDES manoeuvres LENTEMENT, mais pas trop lentement!
Essayez de n'appliquer pleins gaz qu'en grimpant.
Essayez de mettre les gaz au ralenti en redescendant.
Prenez une pause entre les manoeuvres.
Repositionnez les ailes à l'horizon avant la prochaine manoeuvre.
De l'altitude, c'est préférable, mais pas au point de perdre l'assiette (orientation) de l'avion
Pratiquez les manoeuvres bizarres jusqu'à ce qu'elles le semblent moins!
Si votre avion est en difficulté, ABANDONNEZ LA MANOEUVRE! Reprenez-en le contrôle.
Rappelez-vous que tout le monde a déjà été un débutant!

HAVE FUN! AMUSEZ-VOUS!

Take Your Airplane Out For A Spin! Allez, sortez et pilotez votre avion!

http://www.maac.ca/en/committees_details.php?committee_id=10





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)

WANTED: Skylane 62 Kit G27 by Carl Goldberg and will pay handsomely! rts@sympatico.ca

FOR SALE: 1/3 scale 'Flybaby' ready to fly, almost new, has only 3 flights so far. Scratch built and covered in fabric with cream and maroon dope finish with a clear coat. 112" span, flying weight 27 lbs. Q50S (Quadra) gas engine with spring starter. Scal open cockpit and pilot figure, folding wings with functional flying wires, turnbuckles, etc. MPX servos, dual flight batteries. A beautiful airplane. I have lots of documentation and photos from F.S. and misc. if required. Age forces sale. Price reduced from \$1950 to \$1100. \$950 without engine. Call Kurt at 905-689-4171. Waterdown, ON. (07/15)

WANTED: 1/6 Scale Fleet Bipe Kit. Contact Lee at 604-886-2096 (03/15)

FOR SALE: Saito 300 Twin Engine. Super Tiger 3250 Engine. Astro Hog airplanes. Phone 204 728-2345, Brandon, MB (05/15)

FOR SALE: FS-48 O.S. Surpass four stroke, never used, never run. In original box with muffler and instructions. \$100. Robart inci-

dence meter with instructions in original box. \$10. Fred 519-940-3374 Orangeville, ON (03/15)

WANTED: We need 2 only, 4 stroke Engines SAITO FA-72 used, NOT in running condition. We are only going to use the upper section. Contact Tony-519-5377780-tonyannap@bell.net, Woodstock, ON (05/15)

WANTED: We are going to fabricate an "AN-ZANI" engine for my next BLERIOT. I need 3 only, 2 stroke Engines in decent running condition. We are only going to use the upper section. They can be 60 or 90 size, but the same brand and model. - Tony Paladino-Woodstock, On-519-5377780 tonyannap@bell.net (03/15)

FOR SALE: Collectors 1972 Kraft KP5 Sport Radio , 72.400 Mhz, c/w Manual, 4 KPS-11 servos, 5 channel receiver, 600 mA pack, new Tx/Rx batteries, spare servo gears, spare Multicon connectors, servo trays, harness and charger, like new, \$175 includes free shipping in Canada. Call 250.833.4514, Nigel Jones, Salmon Arm, BC (03/15)

FOR SALE: Funtana - 60" in great shape. New servos, perfect Saito 72 engine, battery, Futaba receiver, ready to go! \$450. Call Tony (519)-537-7780, Woodstock, On. Will send pictures, if requested.(03/15)

FOR SALE: Vintage 2 stroke glow engines. Low prices, phone or email for list. Located in Vancouver. Ron at brasier@telus.net, or telephone 604-983-3394 (01/15)

FOR SALE: Diesel engines: ED 2cc Diesel. Used. In original box with instructions, \$35. Mills I.3 Diesel. Used with original instructions, \$30. Contact Ron, email brasier@telus.net or phone 604-983-3394. Located in Vancouver. (01/15)

FOR SALE: 2 nice 4stroke engines (gently used) O.S. 26, \$50; O.S. 52 \$70. Contact Ron at brasier@telus.net or telephone 604-983-3394. Located in Vancouver. (01/15)

FOR SALE: Brand new, boxed, never run, o.S. Max-25 r/c, \$60; O.S. Max-S35 r/c, \$70. Merco 35 r/c \$50. Flight box with electric starter \$20. 5 Gallons Castrol M oil suitable for making glo fuel. Free. 778-708-8625. Davidmitchell3535@gmail.Com (Vancouver, BC) (09/14)

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/installed. Excellent condition: \$600 or best offer! contact email: mgcm@acanac.net (Laval, QC) (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 Sailable kit \$175.00. Proctor Enterprises Nieuport 28 kit \$475.00 + exact shipping. Ph: 204-866-3732, thesyadaks@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: 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)

Vol Circulaire

suite de la page 40

pieds lorsque le moteur de sa maquette a roulé un peu trop riche. Le directeur de concours a été obligé de disqualifier le modéliste. Ce dernier tentera sa chance une fois de plus à l'automne alors que son moteur aura été équipé d'une pompe à essence Perry afin de régulariser l'approvisionnement en carburant.

La maquette sera une copie volante du Cessna 182 Skylaine. Celle-ci pèse 47 onces si on injecte le chargement maximal de carburant (24 onces). Le moteur est un C.S. .15 à bougie incandescente. Les filins (de contrôle) ont une longueur de 52 pieds et un diamètre de .015 de pouce.

On s'attend à ce que le vol dure 2,5 heures et un seul pilote sera à la poignée de commande, ce qui sous-entend qu'il devra être en forme!

Pour résumer, ce record existe dans les archives depuis fort longtemps et bien peu de modélistes ont cherché à en établir un nouveau.

Le record junior n'est que de 9:16:6 minutes. Ce serait relativement facile de l'éclipser grâce à une maquette dotée d'un réservoir un peu plus gros que la normale et d'un moteur de cylindrée .25. ✈

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

July 1 | Fun Fly | 1 Day | July 1, Canada Day Fun Fly | DIDSBURY R/C FUN FLYERS | Ray Arie | 403-556-7609 | Casper-cat@telus.net | Canada Day Fun Fly sponsored by Didsbury R/C Fun Flyers. Flying starts, 10am at the club field. Valid MAAC required. Dry camping and concession available. Map and info on the club website, WWW.DRCFF.NET | 2015-101 | http://www.drcff.net

July 1 | Fun Fly | 1 Day | Fun/Fly - Airshow-Demo- Static Display | FT SASKATCHEWAN RC FLYING CLUB | SW-21-54-W4 | Scott Crosby | 780-850-6163 | crosby.scott@rocketmail.com | The Fort Saskatchewan R/C Flying Club welcomes you to join our annual Canada Day Fun Fly. Model aircraft and helicopters will be on display. Various flying demonstrations have been scheduled. Visitors will be able to try their hand at flying with the assistance of an instructor and radio training system (buddy-box). A concession will be available on site. Come out and enjoy. | 2015-198

July 4 | Fun Fly | 2 Days | Medicine Hat Fun Fly | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD NW, MEDICINE HAT | Edward Coddling | 403-548-7168 | flyguy1942@outlook.com | Medicine Hat RC'ers Fun Fly. July 4 and 5, 2015. Start time 09:00 to 16:00 hrs both days. No landing fees. Participants must be MAAC members and a member of an RC Club. Concession and dry camping available. Got a warbird? Bring it! Swap meet, so bring your stuff. Contact Ed Coddling at flyguy1942@outlook.com. See our website at mhrcers.ca for directions to our field | 2015-159 | http://nonprofit.memlane.com/rcers/index.html

July 10 | Fun Fly | 3 Days | Ponoka Flyers 2015 FunFly | PONOKA RADIO CONTROL FLYERS ASSOCIATION | MOOSE FIELD PONOKA, AB | Rory Rust | 403-704-3661 | Ponoka R/C Flyers located behind the Moose Lodge just south of Ponoka, Alberta wish to host a Fun Fly starting Friday evening, July 10th until Sunday evening July 12th. There will be free camping and dis-

counted hotel rooms available at the Canalta Hotel in Ponoka if you mention the Fun Fly at the time of booking. There will be a concession available on Saturday and Sunday afternoons. All planes and helicopters are welcome. Registration mandatory for pilots. Contact Club President Greg Wagner @ 403-783-0023 or VP Rory Rust @ 403-704-3661 or visit our Face Book Page Ponoka R/C Flyers for more information. | 2015-160 | http://www.ponokarcflyers@groups.msn.com

July 11 | Fun Fly | 1 Day | ERCS Summer Combat | EDMONTON RADIO CONTROL SOCIETY | Darrell Shivak | 780-455-7000 | dshivak@yahoo.ca | ERCS Summer Combat 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 | 2015-33 | http://www.ercs.ab.ca

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news, events, contests - Join Us



Calendar of Events

July 18 | Competition | 1 Day | Sportsman Pattern Contest | MERIDIAN MODEL FLYERS ASSOCIATION - M2 FLYERS | 53015-53105 RANGE ROAD 280 | FRANK KELLY | 780-946-7641 | flywthme@hotmail.com | On 18 July, '15, The Meridian Model Flyers of Stony Plain will host a pattern contest for the Sportsman level only. Registration is at 09:30 with flying beginning at 10:00 AM. The entry fee of \$5.00 covers lunch. Prizes will be awarded to third place. For a description of the Sportsman maneuvers, go to the MAAC website or <http://members.shaw.ca/patternwestnews/patternwestnews/Schedules.html>. Someone with basic pilot skills can do all the required maneuvers with any model including trainers. The goal is fun and improvement of flying skills. Early registration would be appreciated. Contact Frank Kelly at 780-946-7641, or Email at flywthme@hotmail.com Rain date is July 25th. | 2015-190 | <http://www.meridian-modelflyers.com>

July 24 | Fun Fly | 3 Days | Bremner Jet & Warbird Rally | EDMONTON RADIO CONTROL SOCIETY | Bremner Field - | Bruce Bender | 780-473-3719 | bwbender@shaw.ca | BREMNAR Jet & Warbird Rally July 24,25, & 26th at Bremner Field sponsored by the Edmonton Radio Control Society. All jets and warbirds are welcome. Current MAAC or AMA card is required for a fun weekend of jet and warbird flying at one of western Canada's best model flying sites. Located west of HWY 21 on TWP 540 between Sherwood Park and Fort Saskatchewan. For a map and view of the location, www.ercs.ab.ca. Dry camping is available on site for the weekend starting on July 23rd. There will be a \$15.00 landing fee for all participants. A barbecue for the Saturday evening is being arranged. Details and costs well be available at registration. For more information feel free to contact Bob Wonitoy @ 780-456-6864 wonitoy@shaw.ca or Bruce Bender 780-473-3719 bwbender@shaw.ca | 2015-274 | <http://www.ercs.ab.ca>

July 25 | Competition | 2 Days | Q500 and Q40 / F3T Pylon Races | CALGARY MINIATURE PYLON RACING ASSOCIATION | S.E. CORNER OF HWY 22X & RR 282, | Randy Smith | 403-474-0708 | pylon.guy@shaw.ca | Q500 and Q40 / F3T racing at Calgary's premier flying site operated by the Calgary Miniature Pylon Racing Association (2013). \$50 / event 8 rounds per event weather permitting. Course Management via Judgeman Systems. Contestants expected from across Alberta and Saskatchewan and North Western US. Q500 on Saturday, Q40 (300 kph) on Sunday, 3 or 4 plane heats determined by entry levels. Think you are fast? beginners welcome to the Q500 event, class rules can be found at AMA site or e-mail Kevin Moorehouse (kmoorehouse@shaw.ca) if you would like to try it out. | 2015-240

August 7 | Fun Fly | 3 Days | Giant Scale

3D Huckfest | WINDY WEST R.C. CLUB | Phil Heninger | 403-382-0142 | Phil@Teamheninger.com | Don't miss out on our 3rd annual "Giant Scale 3D HuckFest" open to all plane sizes and all MAAC members. Bare foot comfort Catered BBQ all three days, Lots of prizes and music. Free dry camping. See you all there for a great time! | Mar-2015

August 7 | Fun Fly | 3 Days | 13th Annual Fun Fly | VALLEY MODEL AERONAUTICS CLUB | DRAYTON VALLEY, AB | Ken Mashon | 780-542-7756 or 780-898-3894 | kmashon@telusplanet.net | Valley Model Aeronautics Club 13th Annual Fun Fly - August 7,8 & 9, 2015 - 10:00 am til dusk. Free admission - Camping available (no hookups). Location - 11 kilometers North of Drayton Valley on Highway #22 on East side of highway. Potluck Supper Saturday night - bring you own meat - barbecues on site. For more information contact Ken @ 780-898-3895 (kmashon@telusplanet.net) or Marc @ 780-234-9953 (marc2ss@yahoo.ca) | 2015-177

August 15 | Competition | 2 Days | MacNair RC Scale Aerobatics Competition | DIDS-BURY R/C FUN FLYERS | NE QTR SECTION 23 TWP 31 RANGE 2 WEST OF 5TH | Ray Arie | 403-556-7609 | drcff@telus.net | Dry camping on site. Free on site Continental Breakfast Saturday and Sunday morning. Lunch available for a fee. Contest fee to be announced. | 2015-166 | <http://www.drcff.net>

August 21 | Fun Fly | 3 Days | Prairie Patrol WWI & WWII scale | FT SASKATCHEWAN RC FLYING CLUB | SW-21-54-W4 | Scott Crosby | 780-895-2647 | eruniat@shaw.ca | The Fort Saskatchewan R/C Flying Club welcomes you to join Prairie Patrol Fly. WWI and WWII scale model aircraft will be on display and flying throughout each day. We welcome scale flyer's from Western Canada to attend and show their wares. Event goes from 2PM to 5PM on Friday and 11:30 to 5:00 PM on Sat & Sun. | 2015-204

August 22 | Fun Fly | 2 Days | Corn Roast 2015 | CAMROSE MODELERS ASSOCIATION | ALBERTA'S LITTLEST AIRPORT | Reg Blackwell | 780-679-7342 | blackwellreg@gmail.com | The Camrose Modelers Assoc. would like to invite you to our Annual Corn Roast. Celebrate the harvest with the Blackwell's at our field near Bawlf, AB. All types of Model Aviation Welcome. Camping & Equipment storage available on site. Many site amenities for the whole family. No Concession. | 2015-192 | <http://www.camrosmodelllers.ca>

September 5 | Competition | 2 Days | Pylon Race | MEDICINE HAT RC'ERS INC. | 5260 BOX SPRINGS RD NW, MEDICINE HAT | Joseph Muglia | 403-977-8088 | joemoogs@live.com | Sanctioned by Canadian Prairie Pylon Racing Association (CPPRA) and hosted by the Medi-

cine Hat RC'ers. Q500 on Sept 5 and Q40 on Sept 6. 10 AM start each day. CPPRA rules apply. Pre-registration required by end of day on Thursday Sept 3 online at www.cppra.org. Field available for test flying Friday PM. \$50/event fee includes fuel and lunch for pilot and caller. Dry camping available. For information contact Joe Muglia at joemoogs@live.com. For directions see our website at www.mhrcers.ca. | 2015-189 | <http://nonprofit.memlane.com/rcers/index.html>

September 12 | Fun Fly | 2 Days | Fall Water Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Perry Pond | Peter Dyck | 403-845-6271 | pwydyck@telus.net | Sept 12/13 Barnstormers Fall Water Fun Fly at Perry Pond locate 5 miles N on hwy 22 from Hwy 11, Turn left past Echo Canyon SD onto TWP-RD 40-5, go west 1 mile, turn rt. for 1/2 mile and turn left into Perry Pond site. Self contained camping fee \$25 for weekend, non-camping fliers \$5.00 for the weekend. MAAC rules apply and proof of MAAC membership required. Concession on site. Contact Peter Dyck 403-845-6271, Bill Kronen 403-844-4203 | 2015-20

September 12 | Fun Fly | 1 Day | Open Family Fun-Fly and BBQ | AIRDRIE MODELERS AIRCRAFT SOCIETY | From # 2 Hwy at Balzac, AB overpass, go East 4.5Km, then South on Rge.Rd. 291 - field on W. of road. | Dave Downs | 403-948-5153 or 403-988-8737 | ddowns99@telus.net | Come and join us for a day of family fun, good food, fun contests ie: egg drop, dead stik landing, and of course good old COMBAT (foamies for this one advised) This is an open event to all MAAC registered club members. Because of the proximity to the gas plant overnight camping is not allowed but there are camp grounds off QE2. Website www.amasrc.ca click on "Airfield" for map | 2015-220 | <http://www.amasrc.ca>

September 12 | Fun Fly | 1 Day | Electric fun fly | EDMONTON RADIO CONTROL SOCIETY | 23154 TOWNSHIP RD 540, | Come on out for a day of flying anything electric powered. MAAC required and checked. There will be a concession and prizes! We have a great field with lots of open skies to fly in. 110VAC available for charging. Contact David Corscadden at 780-478-0650 or dnac@shaw.ca for info. \$5 entry fee. | 2015-302 | <http://www.ercs.ab.ca>

September 12 | Fun Fly | 1 Day | Fall Fun Fly | CAPITAL CITY FLYERS | 41 AVE SW BETWEEN 170 ST & 184 ST. | September 12, 2015. Fun Fly & Swap meet. Capital City Flyers. 41 Ave SW between 170 St and 184 St. Contact Lee Chrystal, 780 975 6801 or lee@marshspecialtyhvac.com. Swap meet Set-up at 9:00 am Flying Starting 9:30 am at Capital City Field. BBQ lunch. Come and enjoy a relaxing day of fun flying. <http://capitalcityflyers.com> | 2015-307 | <http://www.capitalcityflyers.com>

Calendar of Events



September 13 | Fun Fly | 1 Day | ERCS Fall Combat | EDMONTON RADIO CONTROL SOCIETY | Darrell Shivak | 780-455-7000 | 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 | 2015-37 | <http://www.ercs.ab.ca>

September 18 | Fun Fly | 3 Days | T & T Fun FLY | EDMONTON R/C HELICOPTER ASSOCIATION | 15 ST AND 34 AVE SW EDMONTON | Mark Richens | 780-919-6153 | mkrichens@gmail.com | September 18,19,20 – 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! There is no registration fee for this event. For more info visit www.ercha.ca or contact Mark at 780-919-6153 | 2015-222 | <http://www.ercha.ca>

September 19 | Fun Fly | 2 Days | Dogfight Over Benalto | CENTRAL ALBERTA RADIO FUN FLYERS | Gary Hillman Farm | JOHN FERGUSON | 403-302-3213 | fergusoncomp@hotmail.com | Everyone is invited to come to Dogfight Over Benalto on September 19 and 20th for an old school fun fly . 2 days of flying, lying and socializing. Lots of events and lots of free flying time. All skill levels and model types are welcomed. There will be a campfire on Saturday night complete with guitars, fiddles, saxophones and more. If you play an instrument bring it and we will all enjoy a great jam around the fire. Bar-B-Q's will be available and the Hillman Family have a great (self contained) campground right across the road from the flying site. The flying site is 2000+’ of full scale grass with about 500’ cut short for models. All MAAC rules and recommendations will apply. MAAC number is required. There will be a fireworks display on Saturday Night courtesy of Hillman Air. Contact John Ferguson at fergusoncomp@hotmail.com or Gary Hillman at cghillma@yahoo.com. Secondary contact number is for Gary Hillman at 403-597-4187. | 2015-288 | <http://www.carff.ca>

October 3 | Fun Fly | 2 Days | Barnstormer's Fall Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Peter Dyck | 403-845-6271 | pwdyck@telus.net | October 3/4, 2015 Barnstormer's Fall Fun Fly and Pot luck at the Main Feild, Two day event, dry camping at no charge and gates are open on Friday. Concession both days, Pot luck on Sat evening. Bring salads, vegetables, or desert. Meat is supplied. No flying fee. MAAC rules apply and proof of MAAC membership is required. | 2015-21

October 17 | Auction | 1 Day | Didsbury R/C

Fun Flyers Annual Auction | DIDSBURY R/C FUN FLYERS | Olds College, Olds, Alberta | Grant Hemming | 403-335-2390 | gghemming@telus.net | Annual model auction sponsored by Didsbury R/C Fun Flyers. At Olds College Alumni Centre on October 17,2015. Watch for signs along the route. Doors open at 10am. Sale starts at 12:00 noon. Prizes and concession. Map and info on the club website. WWW.DRCFF.NET | 2015-102 | <http://www.drcff.net>

October 18 | Meeting/Seminar/Clinic | 1 Day | Annual "A" Zone Meeting | ALBERTA/NORTHWEST TERRITORIES ZONE | CARFF main field | Don McGowan | 780-963-4586 | zd-a@maac.ca | Once again, with the kind cooperation of the CARFF club, the annual zone meeting will be held in their clubhouse. I encourage all to attend to bring forward their thoughts and ideas for the current and future enhancement of our hobby. For those unable to attend, please ensure your voice is heard by ensuring that a proxy in your name has been brought to the meeting. I,my deputy and assistants will be soliciting proxies over the summer to ensure that a quorum is in place to allow for zone business to be conducted. Coffee & pastries will be provided, and a number of desirable door prizes will be available | 2015-145

January 1 | Fun Fly | 1 Day | Barnstormer's Polar Fun Fly | ROCKY BARNSTORMERS R/C CLUB | Peter Dyck | 403-845-6271 | pwdyck@telus.net | Jan 1, 2016 Rocky Barnstormer's Polar Fun Fly, Main Field. 10 AM to 4 PM.Regardless of weather. Field is cleared of snow. Coffee and sweets supplied. MAAC rules apply and proof of valid MAAC membership is required. Contact peter Dyck 403-845-6271 or pwdyck@telus.net | Jan-2016

ATLANTIC - B

July 4 | Fun Fly | 1 Day | 3rd Annual Open House & Fun Fly | SOUTH WEST FLYERS | HARD SCRATCH ROAD | James Gavel | 902-648-2760 or 902-749-8913 | jimgavel@eastlink.ca | Come help the South West Flyers celebrate their 3rd Annual Open House & Fun Fly. Once again we will be opening our field to the general community, and all MAAC affiliated R/C Clubs, to participate and/or watch as our RC planes take to the skies. Gates open at 10:00am with general flying and some fun games to add to the excitement. A BBQ will be operating all day and refreshments will be available. This is your chance to see our Sou'west hospitality at its best, so make your plans now. Rain date July 5th | 2015-266

July 18 | Display | 2 Days | Atlantic Scale Aerobatic Challenge | MINIATURE AIRCRAFT SOCIETY OF TRURO | Chris Garrett | 506-434-0349 | cgarrett29@hotmail.com | I'm pleased to announce that the Miniature Aircraft Society of Truro will be hosting this years two day Scale Aerobatic Challenge July 18 and 19 at their main club

field in Truro, Nova Scotia. Basic, Sportsman and Intermediate IMAC classes will be flown. Their will be a fee of \$20.00 to help cover costs. Please contact me with any questions at cgarrett29@hotmail.com or phone (506)434-0349 | 2015-108 | <http://www.mast-rc.ca/>

July 18 | Fun Fly | 1 Day | Hillsborough Days Open House | RIVERSIDE MODELLING ASSOCIATION | STEEVES ST, HILLSBOROUGH | ROBERT NELSON | 506-536-0764 | rlnelson@nbnet.nb.ca | 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 | 2015-202

July 18 | Fun Fly | 1 Day | Grand Opening and 40th Anniversary | ST JOHN'S R/C FLYERS | Steve Boulos | 709-691-4445 | steve_tb@nl.rogers.com | Join us as we officially open our new field and celebrate 40 years as an RC club. \$5.00 registration fee for all pilots. MAAC membership is mandatory. A bbq lunch will be provided, prize giveaways and a full day of flying. | 2015-242

July 25 | Fun Fly | 1 Day | Annual Avon RC Flyer's Fun Fly | AVON RC FLYER'S | 4499 HWY 15 WINDSOR FORKS, NS | BRUCE HALL | 902-798-9573 or 902-791-0581 | bhall@win.eastlink.ca | Events Details Annual Avon RC Flyer's Fun Fly Date: July 26, 2014 Start Time: 9:00 am Event Length: 1 days Event Entry Fee: None Event Site/Field: Main Club Field GPS Coordinates: Latitude: 44° 57' 19.9296" Longitude: -64° 10' 48.4787" Field Location/Directions: 4499 Windsor Forks, Windsor, NS. | 2015-245 | <http://www.avonflyers.ns.ca>

August 1 | Fun Fly | 1 Day | Annual Fun Fly | SOUTH SHORE RADIO CONTROL FLYING CLUB | Big Lots Road | Andreas Ritter | 902-275-2286 | aritter@eastlink.ca | South Shore RC Flying Club annual Fun Fly. Fixed Wing, Helicopters, Quad's are all welcome. BBQ Lunch. Prizes to be drawn at Lunch. | 2015-83 | <http://www.ssrffc.ca/>

August 2 | Display | 1 Day | Imac | SOUTH SHORE RADIO CONTROL FLYING CLUB | Brandon Smith | 902-277-1125 | brandon-d-smith@hotmail.com | South Shore RC Flying Club will be hosting a one day Scale Aerobatics / IMAC contest on Sunday August the 2nd at the Blockhouse Field. Competition starts at 9:00am. Basic, Sportsman and Intermediate classes will be flown. \$10:00 entry fee. Lunch will be provided. For additional details, please contact Brandon Smith at brandon-d-smith@hotmail.com or call 902-277-1125. | 2015-151 | <http://www.ssrffc.ca/>

August 7 | Fun Fly | 3 Days | SWRCF/ HEFA Combined Fun Fly | SHEARWATER RADIO CONTROL FLYERS | CFB SHEARWATER DEACTIVATED MAIN RUNWAY,



Calendar of Events

NORTH, CENTRAL, SOUTH INTERSECTIONS | The Shearwater R/C Flyers and Halifax Electric Flyers Association (HEFA) will be holding a combined Fun-Fly 24-26 July, at the Shearwater airfield. Plenty of room for RVs, tents, and access to the MacDonald Beach Rec site, lots of fun for the whole family. Friday evening, field is open for campers, and relaxed flying, with the main event Saturday. Sunday is open for flying as well. Contests, prizes, BBQ, fire pit, vendors, and swap-shop! | 2015-218 | <http://shearwaterflyers.proboards.com/>

August 15 | Fun Fly | 1 Day | Helix East | **WINGS OF WELLINGTON** | Wings of Wellington Field | Mark Clarke | 902-680-2740 | vintagemusic1@hotmail.com | p | 2015-106

August 15 | Fun Fly | 1 Day | August Fun Fly | **FREDERICTON MODEL AIRCRAFT CLUB** | DURHAM FIELD - SWEENEY ROAD, DURHAM | Rick Kirkbride | 506-450-3996 | rick.kirkbride@bellaliant.net | The \$10.00 registration fee includes a burger & drink. MAAC or AMA Membership is required. Rain Date is Sunday August 16, 2015 | 2015-244 | <http://www.fredericton-modelaircraftclub.com/>

August 15 | Fun Fly | 1 Day | NRCM Funfly | **NORTHUMBERLAND R/C MODELERS** | PRIESTVILLE LANDFILL SITE, NS | Paul Sinnis | paul@sinnis.ca | Northumberland RC Modellers will be hosting a two day event Aug 15-16, 2015. The Saturday is a funfly, followed Sunday by a IMAC competition. Everybody welcome. Current MAAC membership required. | 2015-249 | <http://www.sinnis.ca/nrcm/joomla>

August 15 | Fun Fly | 1 Day | Signal Hobbies Funfly | **ST JOHN'S R/C FLYERS** | Bell Island | Signal Hobbies once again hosts their annual fun fly. BBQ lunch and prize draws for great merchandise. \$5.00 registration fee. All MAAC pilots welcome. Rain date August 16. | 2015-328

August 16 | Competition | 1 Day | NRCM IMAC Competition | **NORTHUMBERLAND R/C MODELERS** | PRIESTVILLE LANDFILL SITE, NS | Paul Sinnis | paul@sinnis.ca | Northumberland RC Modellers will be hosting a two day event Aug 15-16, 2015. The Saturday is a funfly, followed Sunday by a IMAC competition. Everybody welcome. Current MAAC membership required. | 2015-250 | <http://www.sinnis.ca/nrcm/joomla>

August 23 | Fun Fly | 1 Day | Annual Fun Fly | **APPLE VALLEY FLYERS** | LONG POINT ROAD . KINGS COUNTY, NS | WWW.MAAC.CA | 2015-315

August 28 | Fun Fly | 3 Days | Fun Fly De L'Est du Canada | **LES AILES DU MADAWASKA** | Aéroport du Madawaska Airport | Alain St-Germain | 506-258-1899 | alstg@nb.sympatico.ca | Les 28-29 et 30 Août. Le Club Les Ailes du Madawaska, tiendront leur .FUN FLY de l'EST du CANADA, les 28, 29 et 3 et 0 Aout a

l'aéroport d'Edmundston. Un rendez-vous pour modélistes et pilote d'avions, jets et hélicoptères. Le Vendredi 28 aout sera une journée de vol libre, les 29 et 30 Aout seront journées ouvert au publique. Cantine, hangar pour la nuit, (avec électricité), camping sur le terrain (sans service), camping provincial et motels a moins de 10km .L'aéroport est situé a la frontière Nouveau-Brunswick / Québec, sur longent l'autoroute 2. A surveillez pour les nouvelle sortie de l'autoroute. Pour Plus d'information, visiter notre site web www.lesaillesdumadawaska.com , ou contacter Alain St-Germain,506-258-1899,alstg@nb.sympatico.ca, Roland Levesque, 506-739-8237,rolandl@outlook.com, Luc Bélanger, 506-735-6884, lucbelanger59@hotmail.ca. August -28-29-30 "Les Ailes Du Madawaska" will be hosting their annual "Eastern Canada Fun Fly" at the Edmundston municipal airport, the perfect meeting place for hobbyist and pilots. Airplane, Jets and helicopters are welcome. Free flight day on Friday the 28, and Fun Fly open to public on the 29 and 30th. Concession, hangar for night storage (with electricity) no services camping on site, motels and provincial camping at less than 10km. The airport is located on side of the Trans Canada hwy #2 at the Quebec / New-Brunswick Border. For info you may check out our web site at www.lesaillesdumadawaska.com, or contact with, Alain St-Germain, 506-258-1899, alstg@nb.sympatico.ca, Roland Levesque, 506-739-8237,rolandl@outlook.com, or Luc Bélanger, 506-735-6884, lucbelanger59@hotmail.ca. | 2015-130

August 29 | Fun Fly | 1 Day | Millers Pond Float Fly | **ST JOHN'S R/C FLYERS** | Robert Dicks | 709-728-4007 | robertdicks@nl.rogers.com | The St. John's RC Flyers will be holding their annual Millers Pond float fly on August 29 from 9:00 - 3:00. The \$5.00 registration fee includes lunch. MAAC membership is required. | 2015-237

September 12 | Fun Fly | 1 Day | Club Fun Fly | **SAINT JOHN MODEL FLYING CLUB** | Ian Clark | 506-485-2016 | ianclark@hotmail.ca | Come join us for a day of flying and socializing at our field near Lorneville, NB on Saturday 12 September, 2015. Alternate day in case of inclement weather will be Sunday 13 September. Prizes, hot dogs BBQ, and soft drinks. Event is free although proof of current MAAC membership must be provided. | 2015-119 | <http://www.sjmfc.com>

September 19 | Fun Fly | 1 Day | Annual Club Corn Boil | **RIVERSIDE MODELLING ASSOCIATION** | STEEVES ST, HILLSBOROUGH | ROBERT NELSON | 506-536-0764 | rlnelson@nbnet.nb.ca | Annual end of season corn boil and BBQ. Local corn and BBQ items served at 3 PM. Bring a plane for some fun flying and work up an appetite. Rain date Sunday September 20, 2015 | 2015-203

October 4 | Fun Fly | 1 Day | Oktoberfest Fun Fly | **WINGS OF WELLINGTON** | Mark Clarke | 902-680-2740 | vintagemusic1@hotmail.com | Once again the Wings of Wellington is pleased to host our annual Oktoberfest Fun Fly. This is considered by many to be the last of the fun fly's for the season, so come on out and enjoy a day of fun, flying and fellowship. Freewill offering is will be greatly appreciated Rain date is Oct 5th | 2015-97

BRITISH COLUMBIA - C

July 7 | Competition | 1 Day | Ken Gregory Memorial ALES Contest Series | **PENTICTON MODEL AVIATION CLUB** | **KEOGAN PARK** | Bill Jones | 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. No Flying is allowed on the park before 9:00 AM | 2015-194 | <http://www.penmac.org>

July 11 | Fun Fly | 2 Days | Annual Fun Fly | **PRINCE GEORGE AEROMODELERS** | 3 KM EAST OF BLACKWATER ROAD | Ron Marwood | 250-563-0846 | marwood@telus.net | Dry camping available. Come early and stay late if you want. | 2015-248 | <http://www.pgam.ca>

July 11 | Fun Fly | 2 Days | High Country Flyers Summer Fun Fly | **HIGH COUNTRY FLYERS** | **LOGAN LAKE BC** | 2015 High Country Flyers Summer Fun Fly. Two days of Relaxed Flying, Dry Camping, and Enjoying the company of Friends in the beautiful BC Interior. Come early, stay late, on site dry camping. Well groomed grass runway, open skies and unlimited flying. \$10 landing fee, free camping, or \$10 camping, free flying, you decide. Hope to see you there. | 2015-300 | <http://www.highcountryflyers.homestead.com/>

July 17 | Display | 3 Days | British Columbia Scale Classic | **VERNON R/C AEROMODELLERS** | Mike Allman | 250-558-0758 | mike.rc.allman@gmail.com | British Columbia Scale Classic July 17th -19th, 2015. Beginners to Advanced Come and join in on the FUN Classes: ProAm-Sportsman (Beginner) ProAm-Pro - (Experienced) Advanced - Team - Expert Host: Vernon Radio Control Aeromodelers Society Where: Field is located on the north side of Swan Lake in Vernon B.C. Traveling north on Hwy 97 follow signs to Kamloops - turn onto L&A Cross Road right after you have gone under the underpass & cross the train tracks or you can continue West on Hwy 97 - just past Stepping Stones turn right onto L&A Cross Road. You can't miss it! GPS +50° 20' 47.08", -119° 15' 8.07" <http://www.vrcas.org> Pre-registration encouraged! Static Judging and Safety Inspections Friday 1:00PM to 5:30PM Saturday & Sunday Pilots meeting - 8:30AM & Gear

Calendar of Events



up- 9:00AM. 4 - 6 rounds. \$40.00 entry fee per model - \$30.00 for NWSAM or USSMA Members. Friday night - Hangar party Saturday Supper - Pot Luck with provided Beef Dip - Cost T.B.A. 2015 Scale Masters & North West Championships Qualifier 2015 Scale Masters Competition Guide Contact: Roly (250) 374-4405 (rolydd@telus.net) Mike (250) 558-0758 (mike.rc.allman@gmail.com) | 2015-32

July 25 | Fun Fly | 2 Days | 100 Mile Annual Summer Fun Fly | 100 MILE MODEL FLYERS | 900 AINSWORTH ROAD, 100 mile house | Bill Hood | 250-397-2575 | billnlinda@bcinternet.net | 100 Mile Model Flyers invites you to attend our annual summer fun fly. JULY 25th & 26th 2015 Flying from 9am to 4pm All types of aircraft welcome. Pilots must have M.A.A.C. There will be pilot prize draws There will be a concession. Dry camping available. Bonfire Saturday night. Resorts close by, Hotels, Motels, and other amenities 10 min away Event at 100 Mile Model Flyers home field. 900 Ainsworth road, turn at railway overpass 2 kilometers south of 100 Mile. Follow signs. Please let us know if you are planning to attend. Early bird camping is available. Contact: Bill Hood 250-397-2575 billnlinda@bcinternet.net John Code 250-395-1219 thecodejc@gmail.com Denis Doucette 250-397-2125 sharon&denis@telus.net | 2015-211

July 31 | Fun Fly | 4 Days | TO Sink It | BULKLEY VALLEY R/C FLYERS | Dave Hopper | 250-692-3035 | davern@telus.net | To Sink It float Fly at Dave Hoppers place on Burns Lake from July 31 to Aug. 3. Dry Camping, good flying, good friends plus a pot luck dinner Sat. come early, stay late. | 2015-41

August 8 | Fun Fly | 2 Days | High Country Big Bird | HIGH COUNTRY FLYERS | Chris Jones | 604-597-4111 | sparkyjones@shaw.ca | 19h High Country Big Bird Fly-In - High Country Flyers Morrison Field - Kamloops - Logan Lake Hosted by: Fraser Valley and Thompson-Okanagan Big Birds - British Columbia August 8th and 9th 2015 - Early Flyers Welcome come and enjoy a relaxing weekend in the High Country. No Landing Fees, Dry Camping, Fri. Social - Sat. night Pot Luck Barbecue - Beef on the Bun provided \$ t.b.a., 700'+ runway. Open Flying Area - No 3-D Flying (after 4PM o.k.) - Morrison Field is located 3 hours from Vancouver. Take HWY #5 (Coquihalla) North to Exit 336, Logan Lk, Lac Le Jeune. Go toward Logan Lake. 6km (3miles) the field is on the left. Contact Roly-Ph.250-374-4405, email: rolydd@telus.net or Chris sparkyjones@shaw.ca - Ph: 604-597-4111 Website:www.highcountryflyers.homestead.com | 2015-78 | http://www.highcountryflyers.homestead.com/

August 11 | Competition | 1 Day | Ken Gregory Memorial ALES Contest Series | PENTICTON MODEL AVIATION CLUB | KEOGAN PARK | Bill Jones | 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. No Flying is allowed on the park before 9:00 AM | 2015-195 | http://www.penmac.org

August 16 | Fun Fly | 1 Day | Cam Reiss Memorial Float Fly | PENTICTON MODEL AVIATION CLUB | Rod Moubray | 250-493-1254 | moubray@telus.net | PENMAC (Pentiction Model Airplane Club) invites all from near and far to enjoy some Okanagan sunshine at the beach! On Sunday, August 16th we will be hosting our annual Cam Reiss Memorial Float Fly at Pyramid Provincial Park located between Pentiction 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. | 2015-81 | http://www.penmac.org

August 16 | Fun Fly | 1 Day | SLAM All Club Invitational | SHUSWAP LAKE AERO MODELERS | Bruce McLellan | Mlellan@telus.net | Come out to fly and enjoy meeting other people who enjoy our hobby. Bring extra chairs, but sorry, there is no camping at our field. There are other campsites available in the area. FIXED WING aircraft only and no 3D flying during normal event time. We will start arround 10:00 am and will provide lunch consisting of Hamburgers, hot dogs and cold drinks at about noon. Bring an aircraft or two and lets have some fun... | 2015-92 | http://www.slams.ca

September 4 | Fun Fly | 4 Days | Larry Christensen Memorial Fun Fly | VERNON R/C AEROMODELLERS | VRCAS Field | Steve Hughes | 250-546-0612 | s.hughes@shaw.ca | The Annual Larry Christensen Memorial Fun Fly celebrating 20 years will be held at the Vernon R/C Aeromodellers field north of Swan Lake starting Friday 4 Sep 2015 8:00 am until Labour Day Monday afternoon. No landing fee, free parking available for RVs beginning Thursday September 3rd. | 2015-134

September 5 | Fun Fly | 3 Days | Interior Heli Fun Fly | HIGH COUNTRY FLYERS | LOGAN LAKE BC | FIRST EVER EVENT. High Country Flyers invite you to the first ever Interior Heli Fun Fly, Sept long weekend, Sept 5, 6, 7. All Heli pilots welcome, Lots of dry camping space available, \$10 event/camping fee. Contact Barry Forsyth at bares@telus.net for more info. See you

at the field. | 2015-301 | http://www.highcountryflyers.homestead.com/

September 8 | Fun Fly | 6 Days | SLAM Fall Classic Float Fly | SHUSWAP LAKE AERO MODELERS | Sandy Point Resort and Campground | Bruce McLellan | mlellan@telus.net | One of the largest Float Fly events n the Pacific Northwest, hosted by the Shuswap Lake Aero Modelers (SLAM), takes place on the calm picturesque waters of Shuswap Lake at Sandy Point Resort and Campground. Registration begins on Sept. 8 and flying continues throughout the week until Sunday, Sept. 13 when awards and prizes will be presented. A retrieval boat will be provided and frequency board will be set up for the duration of the event. Other activities will be ongoing, including but not limited to pilots prizes, pie sales and a corn roast. The splash-down fee for the week is \$15.00. More than 90 pilots flew their aircraft last year, so don't miss this great chance for some fun in the Shuswap. More information and contacts canbe found on our website at www.slams.ca | 2015-93 | http://www.slams.ca

September 14 | Fun Fly | 7 Days | New Denver Float Fly | WEST KOOTENAY MODEL CLUB | New Denver | Jim Davis | 250-365-7695 | wkmc@shaw.ca | New Denver Float Fly 14th to the 20th of September Join us at the Centennial Park in New Denver BC Contact Jim Davis 250-365-7695 or wkmc@shaw.ca | 2015-229

September 15 | Competition | 1 Day | Ken Gregory Memorial ALES Contest Series | PENTICTON MODEL AVIATION CLUB | KEOGAN PARK | Bill Jones | 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. No Flying is allowed on the park before 9:00 AM | 2015-196 | http://www.penmac.org

October 6 | Competition | 1 Day | Ken Gregory Memorial ALES Contest Series | PENTICTON MODEL AVIATION CLUB | KEOGAN PARK | Bill Jones | 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. No Flying is allowed on the park before 9:00 AM | 2015-197 | http://www.penmac.org

MANITOBA NW ONTARIO - D

July 11 | Fun Fly | 2 Days | Dryden Fun Fly | PATRICIA REGION AEROMODELERS INC | main club field | Harry Ketterer | hketterer@drytel.net | The Patricia Region Aero Modelers in it you to come fly with us at our field on Johnson Rd just west of Dryden. There is lots of room for (unserved)



Calendar of Events

camping on site, long smooth runways and lots of sky to fill with planes! There will be burgers and drinks available, and plenty of parking, so grab some planes, your MAAC card and come fly with us! Pilot Registration will be \$5.00 and gets you in on the pilot prizes! For more information email Bill at bbrierson@drytel.net or Harry at hketterer@drytel.net | 2015-168

July 12 | Fun Fly | 1 Day | WHAM Fun Fly | WINNIPEG HEADINGLEY AERO MODELERS | Tom Whitburn | 204-832-7880 or 204-688-4716 | tswhitburn@shaw.ca | WHAM Fun Fly, Sunday, 12 July, 2015, 9 AM to 3 PM. Everyone welcome, and must have valid MAAC or AMA membership. Non-EDF electric may start flying at 9 AM, otherwise 10 AM start for EDF's, and internal combustion engines. Pilot prizes, raffle, and hot dog cart. Landing fee \$5.00. Our field features a 600' x 34' synthetic runway oriented NW to SE, as well as grass runways oriented N to S, and E to W. | 2015-132 | <http://www.whamrc.org>

July 18 | Fun Fly | 1 Day | R.R.I. FUN FLY | RAINY RIVER INTERNATIONALS | BILL HAGARTY | 807-852-3251 | whagarty@aol.com | RAINY RIVER INTERNATIONAL 2015 FUN FLY // FISH FRY The members of the Rainy River Internationals would like to thank all those who took in our 2014 fun fly and to mark your calendar for the 2015 fun fly season. Our fun fly will be as usual on the third weekend of July. The event is a one day event but you are welcome to come early and stay as long as you like. There is dry camping on the field weather permitting. The fun fly will be on July 18. The landing fee will be \$20.00 that includes the walleye supper for the pilots. There will be a \$10.00 fee for a pilot's spouse or family member. We will have the BBQ going at noon with hamburgers and smokies at a nominal fee. Our website is upaero.com/rainyriver. There is now a gas station in R.R. and the motel is under new management and is in good shape. Be sure to have proper documentation if you plan to cross the border. If you have any questions please feel free to contact me at 807-852-3251 or whagarty@aol.com | Feb-2015

July 25 | Fun Fly | 2 Days | Wheeled fun fly 2015 | LAKEHEAD AEROMODELERS | HIGH 61 & AND LITTLE NORWAY RD, | Trevor Brasch | 807-766-9662 | Thunder Bay - Aeromodellers - Fun Fly 2015 July 25,26 - 11-4 pm Food, pilot prizes, dry camping available | 2015-217

August 8 | Fun Fly | 2 Days | Bonny Bay Float Fly | PATRICIA REGION AEROMODELERS INC | Bonny Bay Float Fly | Harry Ketterer | 705-498-3733 | hketterer@drytel.net | <https://www.facebook.com/groups/10047783354496/> | 2015-261

August 14 | Fun Fly | 3 Days | Gimli Model Fest | INTERLAKE RADIO CONTROL MODEL CLUB | MINERVA ROAD, 1 MILE WEST OF PTH 8 | Ken Kalynuk |

204-837-8817 | kenkalynuk@gmail.com | All the detailed event info can be found at this website <http://www.gimli.modelfest.com/> Although the official flying starts on Friday, many folks arrive and camp at the site much earlier in the week. This event is a major gathering of the RC family. | 2015-287

September 19 | Fun Fly | 2 Days | Lake of the Woods Fall Fun Fly | LAKE OF THE WOODS AEROMODELERS | MAIN FIELD | John Valenta | 807-468-4983 | valentakj@shaw.ca | Come and enjoy the fall colors and the end of the flying season with us. | 2015-286

October 17 | Meeting/Seminar/Clinic | 1 Day | Manitoba Northwestern Ontario (D) Zone Meeting | MANITOBA/NORTHWESTERN ONTARIO ZONE | Western Turbo and Fuel Injection Ltd | Peter Schaffer | Don't forget to bring a chair with you for the meeting. | 2015-206

MIDDLE - E

July 4 | Fun Fly | 2 Days | AEROTOW Springvale Skills Challenge | CANADIAN MODEL AEROTOW SOCIETY | 103 SPRINGVALE RD HAGERSVILLE ON N0A 1H0 | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS (Canadian Model Aerotow Society) hosts the Skills Challenge Aerotow at Springvale on July 4th - 5th, 2015. Sailplanes (Scale and non-Scale with aileron control) to 6 meters will be hauled skyward by the tugs available. Combination Tug and Sailplane Exercises and landings are included. 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 | 2015-279 | <http://www.aerotowontario.org>.

July 11 | Fun Fly | 1 Day | Simcoe RC Flying Club Open Fun-Fly | SIMCOE RADIO CONTROL CLUB INC. | 1567 WINDHAM RD 12 SIMCOE ON N4G 4G2 | Geff Waite | 519-428-1586 | gwaite@brant.net | Simcoe RC Flying Club Open Fun Fly Everyone welcome. Come and enjoy a low key event, held at one of the best flying sites around, with pilot prizes and a 50/50 draw. There will be a food wagon on site. MAAC required to fly. 1567 Windham Road 12 Simcoe ON Located at the Demaree Sod Farm. Turn west off Hwy 24, just north of Simcoe, onto Windham Road 12, (also known as Harmony Road) at the Agraturf dealer. Travel 1/2 mile to the lane way on the north side, which is the entrance to the sod farm. Follow the signs back. Drive slowly, the road is very dusty! | 2015-214

July 18 | Competition | 2 Days | AEROTOW Open Invitational | CANADIAN MODEL

AEROTOW SOCIETY | 103 SPRINGVALE RD HAGERSVILLE ON N0A 1H0 | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS (Canadian Model Aerotow Society) hosts the Open Invitational Aerotow at Springvale on July 18th - 19th, 2015. 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. Pilots Choice Awards For Best Vintage Sailplane, Best Modern Sailplane and Best Towplane. Spectators are welcome. MAAC or AMA Membership is required. Bottled water will be provided for all pilots. Bring your own Lunch. Camping (no hookups) is available on site from Friday evening This is a CMAS Medal Program event. One of the best locations for achieving a Gold (Flights exceeding 60 minutes duration). Pilots Meeting at 9:30am each day CD: Dick Colley 905-296-4027 or email colleydogge59@gmail.com | 2015-280 | <http://www.aerotowontario.org>.

July 18 | Fun Fly | 1 Day | 8TH Annual Summer Walker Field Fun-Fly | NIAGARA REGION MODEL FLYING CLUB | CORNER OF UPPERS LANE & THOROLD TOWNLINE RD | Ed Setford | 289-213-2906 | thebugz63@hotmail.com | Saturday, July 18th 2014 or Sunday rain day. Time 9am to 4pm or? Landing fee is \$10. Pilots must have M.A.A.C. or AMA card Games, Candy Drop, Food and Beverages available. Public welcome! Featuring World Renowned Demonstration Pilot ALI MACHINCHY Hosted by: The Niagara Region Model Flying Club Inc. Come enjoy fun as good as it gets. Fly with the best... | 2015-231 | <http://www.nrmfca.com>

July 19 | Fun Fly | 1 Day | CMAC Annual Fun Fly | CAMBRIDGE MODEL AEROCUB INC. | Bill Woodward | viviwoodward@rogers.com | On Sunday, July 19, 2015 you are invited to the Cambridge Model Aero Club's Annual Fun Fly. The location is Forwell Rd. off Hwy 97 north of Cambridge. Co-ordinates 43 23 02 N, 80 09 55 W. Fun starts at 10.00am, prizes for participants. Current MAAC or AMA membership required to participate. Spectators are welcome. Rain date: Sunday, July 26. | 2015-71 | <http://cmaci.50webs.com>

July 25 | Air Show/Demo | 2 Days | Warbirds Over The Bay | BURLINGTON RADIO CONTROL MODELERS CLUB INC. | Ian Brown | 905-690-1249 | ian.brown3344@gmail.com | July 25 AIR SHOW 2 DAYS .SIXTH ANNUAL WARBIRDS OVER THE BAY. BURLINGTON RADIO CONTROL CLUB. 1600 KING ROAD AT BAYVIEW PARK. WWW.BRCM.ORG follow the link to W.O.B SITE. We have a 400FT blacktop runway and a parallel grass runway. The event is open to all military scale and standoff scale models. Flying times Saturday 9.00am to 4.00 pm Sunday 10.00 am to 2.00 pm. Camping is available at Bayview from 24 July to 26 July (no hook ups) but

Calendar of Events



toilets and electrical at the club house. The general public is invited. There will be food available at showtime. Raffles and 50~50 tickets will be on sale. Great prizes to be won. The theme for this year's event is aircraft of the R.C.A.F AND THE AVRO ARROW. Pilot prize and best scale model prize sponsored by MAAC AND SKYCRAFT. Pre-registration \$10. on the day \$15 TEL Ashley Armstrong 905 845 7705 to preregistrat. | Jun-2015 | <http://www.brcm.org>

August 8 | Fun Fly | 1 Day | Garth Mitchell Memorial Float Fly | NIAGARA REGION MODEL FLYING CLUB | Former Bieda's Powersports | Bill Mitchell | 905-356-3160 | bmichell@sympatico.ca | Come experience Float Flying at it's best. World class manmade lake boasts an Ideal setting, easy access to flying site and ease of launching, and retrieval. Plus GREAT company. Main Scheduled event is Saturday August 8th, 2015, RAIN DATE is Sunday the 9TH of August. | 2015-226 | <http://www.nrmfc.ca>

August 8 | Fun Fly | 2 Days | AEROTOW Oakville Revival 2 | CANADIAN MODEL AEROTOW SOCIETY | 103 SPRINGVALE RD HAGERSVILLE ON N0A 1H0 | Dick Colley | 905-296-4027 | colleydogge59@gmail.com | CMAS (Canadian Model Aerotow Society) hosts the Oakville Revival Aerotow at Springvale on Aug 8th - 9th, 2015. Following the loss of the South field at Oakville to the developer's shovel, the highly successful Aerotow event has found a new venue here at Springvale. 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> | 2015-281 | <http://www.aerotowontario.org>.

August 22 | Fun Fly | 1 Day | Vintage Fly-In | ROSE CITY MODEL FLYERS INC. | Bob Gunter | 905-892-3427 | rgunter1@cogeco.ca | The Rose City Model Flyer's will be hosting their 5th Annual "Vintage Fly-In" on Saturday, August 22nd 2015, and a rain date of August 23rd. This event is unique to RC model aircraft that represent aircraft that actually flew between 1907-1939 ONLY This event gets bigger every year with large flying space surrounded by farm land. BBQ, prizes. All pilots must be MAAC / AMA members. Bring the lawn chair and enjoy the history of aviation. This year's theme is "The Golden Age of Air Racing" where we encourage pilots to bring their racers of the 20's and 30's. However, any aircraft prior to 1939 is certainly welcome to grace the skies over Wainfleet. Camp-

ing is permitted, but limited in space. If you wish to camp at the Marshville Airpark, please contact the coordinator or RCMF president to book a spot. There are NO water or electricity hook ups. We will be flying after event hours where any aircraft is permitted. We may even get some dusk flying. If you are planning to attend as a pilot please contact Andy Fakla at afakla@cogeco.ca OR Rob Rittner at rittner7022@gmail.com. | 2015-124 | <http://www.rosecitymodelflyers.com>

August 22 | Fun Fly | 2 Days | AEROTOW Season Closer | CANADIAN MODEL AEROTOW SOCIETY | 103 SPRINGVALE RD HAGERSVILLE ON N0A 1H0 | Manfred Eiberger | 905-844-0241 | meiberger@sympatico.ca | CMAS (Canadian Model Aerotow Society) hosts the Season Closer Aerotow at Springvale on August 22nd - 23rd, 2015. 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> | 2015-282 | <http://www.aerotowontario.org>.

August 22 | Fun Fly | 1 Day | Annual Fun Fly | STONEY CREEK HAWKS | Stoney Creek Hawks field | Peter Noel | Saturday August 22nd (rain date 23rd) the Stoney Creek Hawks are hosting their annual Fun Fly. This event is open to pilots of all skill levels. Pilots are required to show their 2015 MAAC registration card prior to signing in. Flying commences at 10:00am. Come out and bring your family and friends for a great day of flying. There is no entrance fee, and there will be a table of prizes to be won. Food will be available for purchase. Our club is located on 10th Rd E, Stoney Creek between Ridge Rd. and Green Mountain Rd. | 2015-284 | <http://www.stoneycreekhawks.com/>

September 5 | Fun Fly | 1 Day | Last Chance Float Fly | NIAGARA REGION MODEL FLYING CLUB | Former Bieda's Powersports | Bill Mitchell | 905-356-3160 | bmichell@sympatico.ca | Come experience Float Flying at it's best. World class manmade lake boasts an Ideal setting, easy access to flying site and ease of launching, and retrieval. Plus GREAT company. Main Scheduled event is Saturday September 5, 2015, RAIN DATE is Sunday the 6TH of September | 2015-227 | <http://www.nrmfc.ca>

September 12 | Fun Fly | 2 Days | KW Flying Dutchmen Scale Rally | KITCHENER WATERLOO FLYING DUTCHMEN R/C CLUB | Mike Fritz | 519-886-9834 | mfritz569@rogers.com | 46th Annual KW Flying Dutchmen Scale Rally Waterloo Rod & Gun Complex (Near St. Jacobs) September 12 & 13th, 2015 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. On site camping available, first come first serve. \$10 per night, \$15 with hydro. (limited sites). 72 mhz allowed but no impound available. Frequency pins will be self regulated. Admission is \$7 per day for spectators, kids under 12 years \$1 per day. Pilots are Free!!! | 2015-128

September 19 | Fun Fly | 2 Days | Royland Aerotow Season Closer Sept. 19-20, 2015 | ROYLAND GLIDER FLYERS | Jim Donnelly | 519-941-1582 | jp-donnelly@rogers.com | Royland Aerotow Season Closer Sept. 19-20, 2015 Time to think about putting the big birds to sleep This is your last chance this season to participate in a organized aerotow event in 2015 If the coming Winter is like last year you will really have to get out to this event to have many cherished sailplane memories over the cold dark days ahead A two day event- weather provided. Open to all towable scale and semi scale sailplanes. This is a fun fly event. Join us for a gorgeous day in the sun while also enjoying the Fall colors Some of the best sailplane flying has been enjoyed at this event with long duration flights the norm Please bring your lunch and a deck chair . All MAAC rules apply and a valid MAAC membership is a requirement prior to flying | 2015-147

September 19 | Fun Fly | 1 Day | Guelph Gremlins Fall Fun Fly | GUELPH GREMLINS MODEL FLYING CLUB INC. | 8623 WELLINGTON RD, ROUTE 124 GUELPH | Glen Wilkinson | gwfarmandhome@hotmail.com | Guelph Gremlins Fall Fun Fly and Corn Roast Rain date September 26 See Gremlins Web Site for Directions and Updates <http://www.guelphgremlins.com/> | 2015-212

September 19 | Team Trials | 2 Days | F2B Control Line Precision Aerobatics Team Trials | NIAGARA FALLS MAX BRIGADE | John D. McFayden | 905-689-4283 | stuntguy@sympatico.ca | F2B Control Line Precision Aerobatic Team Trials will be held on Saturday September 19th 2015 (rain date Sunday September 20th) at 9 am at Crowland Park, 8037 Schisler Rd., RR 1, Welland, Ontario, L3B 5N4. Entry Fee \$25.



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CD : John McFayden | 2015-116

September 19 | Team Trials | 2 Days | F2B Control Line Precision Aerobatics Team Trials | NIAGARA FALLS MAX BRIGADE | John D. McFayden | 905-689-4283 | stuntguy@sympatico.ca | F2B Control Line Precision Aerobatic Team Trials will be held on Saturday September 19th 2015 (rain date Sunday September 20th) at 9 am at Crowland Park, 8037 Schisler Rd., RR 1, Welland, Ontario, L3B 5N4. Entry Fee \$25. CD : John McFayden | 2015-115

NORTHERN - F

July 25 | Fun Fly | 1 Day | Northern Ontario Zone Fun Fly | TIMMINS GOLDEN HAWKS | Ron Roy | 705-262-0111 | ronroy@eastlink.ca | July 25, 2015: Northern Ontario zone fun fly with refreshments, prizes for pilots including at least one kit. Safety is always the primary goal, but fun and great day to remember is always our goal. Mark the date on your calendar, this promises to be one of the best events of the season | 2015-80 | <http://www.timmins-goldenhawks.ca>

August 1 | Display | 2 Days | Northern Ontario IMAC Challenge | SAULT STE MARIE MODEL AIRPLANE RADIO CONTROL CLUB | Kevin McGrath | 705-759-1670 | kevinwmcgrath@shaw.ca | The annual Northern Ontario IMAC Challenge (NOIC) will be held at Sault Ste. Marie in 2015 on the historic dates of August 1&2. The field will be available to participants Thursday and Friday for practice. Bring your floatplanes for some after practice float flying from our water front deck. More details will be posted in the Scale Aerobatics forum of RC Canada as they develop. Contest fees will follow IMAC rules with respect to IMAC members. | 2015-52

OTTAWA VALLEY - G

July 4 | Air Show/Demo | 2 Days | Jets over Iroquois | OTTAWA R/C CLUB | Iroquois Airport, Ontario | Ken Park | 613-823-1933 | ken857@hotmail.com | Jets over Iroquois 2015 Saturday July 4, 9Am-5pm Sunday July 5 9am-noon Radio Control flying at it's best! Come experience the sound and power of turbine and electric ducted fan jets up close. Fly from 2000' x25' runway with an additional 25' grass (75 feet between runway lights) Open to the public free of charge. Donations to the local food bank will be greatly appreciated and accepted. Entertaining for the whole family, Bring a lawn chair and enjoy Radio Control jets at their best!. Come to Iroquois, Ontario (right on the St. Lawrence Seaway) minutes from highways 401/416 and the US border. Limited number of camping sites with shower facilities are available right beside the venue. Hotels/Motels located close by. Food will be available on site, supporting local organizations. Pilots: Proof of MAAC/AMA required Test flying will be available from Noon on Friday July 3rd Open Flying

Saturday 9-5 Wrap up Sunday before Noon Full Size Pilots info: Airport Name Iroquois Municipal Airpark Airport Category Registered Aerodrome PPR - Prior Permission Required For more information see: www.rccanada.ca www.maac.ca Camping/Local Sites: www.southdundas.com | 2015-173 | <http://www.ottawarcclub.ca/>

July 4 | Fun Fly | 1 Day | Stetson Heli Fun Fly | STETSON FLYERS | Jim Denyer | 613-744-4574 | djdenyer@rogers.com | Heli Pilots! ATTENTION! Stetson Flyers are delighted to announce the second annual Heli Fun Fly at Stetson Field. All forms of Helis and platforms are welcome for this full day of fun without wings! Jim Denyer and able assistant John Stewart are planning some great activities to keep things interesting! The Stetson Canteen will be open for lunch. Come join in the fun and help build this great event! | 2015-56 | <http://www.stetsonflyers.com>

July 11 | Fun Fly | 1 Day | ORCC ANNUAL WARBIRD EVENT & PIG ROAST | OTTAWA R/C CLUB | Main Club Field | Paul Bradbeer | 613-601-3615 | paul.bradbeer@rogers.com | Please Join us for ORCC'S Annual Warbird Event and Pig Roast. Lunch and refreshments available and for Supper...Brent's Famous Roast Pig! There will be door prizes, and a 50/50 draw. Camping is available (no hookups) Rain Date Sunday July 12th All type of planes are welcome. Valid MAAC or AMA required. | 2015-172 | <http://www.ottawarcclub.ca/>

July 11 | Fun Fly | 1 Day | Barry Forbes Open Annual Float Fly | RIDEAU VALLEY MODELERS | Barry Forbes Float Pond | Glenn Mitchell | 613-823-3411 | gdmitch@sympatico.ca | The Rideau Valley Modelers invite you for a day of float flying fun! Over 17 acres of water. Ample parking. No facilities for overnight camping. Come and spend the day with leisurely flying throughout. Strictly a fun fly. Food will be available at lunchtime. Rain date Sunday July 12. Any cancellations will be posted to our website or Facebook page. See web site <http://rideauvalleymodelers.weebly.com/float-pond-site.html> | 2015-171 | <http://www.rideauvalleymodelers.weebly.com>

July 18 | Display | 2 Days | Scale Over Ottawa | STETSON FLYERS | Simon (Goose) Nadler | 613-883-3367 | goose@gooses-world.com | info@scaleoverottawa.ca 3rd 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 18 is competition day where pilots will have an opportunity to fly in either Fun Scale or Sport Scale classes. Sunday July 19 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 contrib-

ute 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> | 2015-59 | <http://www.stetsonflyers.com>

August 1 | Fun Fly | 2 Days | Zone G Fun Fly | ARNPRIOR RADIO CONTROL CLUB | 5556 LOGGER WAY ARNPRIOR, ON | CHRISTOPHER MALCOMSON | 613-206-3433 | chris.mireille@cogeco.ca | Come and join us for a weekend of fun, friends and fellowship. Arnprior Radio Control Club hosts this amazing event again this year. Their 800 foot grass strip field with the sun at your back and sheltered pilot area is the best. BBQ lunch available as well as a supper meal on Saturday. Raffle and door prizes on Saturday. PRE REGISTER at RC FLIGHT DECK to be entered for the early bird prize. https://www.rcflightdeck.com/event_details.cfm?event_id=4372 | 2015-210 | <http://www.arnpriorradiocontrolclub.com>

August 8 | Fun Fly | 1 Day | Cornwall Aero Modellers Annual Fun Fly | CORNWALL AEROMODELLERS | Roger Bélanger | Merv Blizzard | 613-537-9941 | mervblizzard@gmail.com | The Cornwall Aero Modellers Club is hosting it's annual Fun Fly on August 8th 2015. The event will take place at the CAM field (see www.cornwallaeromodellers.ca for directions). Flying will start at 9:00am. Can-teen 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 | 2015-60 | <http://www.cornwallaeromodellers.ca>

August 15 | Display | 2 Days | Stetsons IMAC Contest | STETSON FLYERS | Gary Robertson | 613-746-4209 | garyr75@hotmail.com | Stetsons are pleased to announce our IMAC event for 2015, and invite all scale aerobatics pilots to come join us for a great weekend of flying and fun together. Limited Friday practice will be available. Please share the skies with our members. Free camping available at the field but no hookups. The Stetson canteen will be open for lunch Saturday and Sunday. Saturday evening dinner will be arranged at a nearby location. All IMAC classes will be flown with Freestyle scheduled for Sunday after rounds. | 2015-57 | <http://www.stetsonflyers.com>

August 22 | Fun Fly | 2 Days | 28th Annual Ottawa Valley Giant Scale Rally in Kingston | KINGSTON R/C MODELLERS | Dave Penchuk | 613-795-6076 | dave.penchuk@sympatico.ca | August 22-23, 2015 - 28th Annual Ottawa Valley Giant Scale Rally in Kingston. Hosted by the Kingston Radio Control Modellers and the Ottawa Valley Giant Scale club. 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 Sat-

Calendar of Events



urday night feast. Raffles and door prizes. Rule 80" wingspan for monoplanes, 60" for biplanes or ¾ scale. Must be current member of MAAC or AMA. Contact: Dave Penchuk, cell: (613) 795-6076, Email: dave.penchuk@sympatico.ca or Rolly Siemonsen, home: (613) 389-3631, cell (613) 572-3631 Email: roly@bell.net Directions: <http://www.krcm.org/map.pdf> Website: <http://www.giantscalecanada.com> | 2015-40 | <http://www.krcm.org>

September 5 | Display | 2 Days | BQAC Pattern Competition | BAY OF QUINTE AEROMODELLERS | David Hancock | 613-394-0541 | dhancock3@cogeco.ca | All MAAC Precision Aerobatics classes and FAI P17 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 (Lunch included Saturday & Sunday) Please phone (613) 394-0541 or email dhancock3@cogeco.ca to pre register the following information: Name: Class: Frequency: MAAC/AMA #: Email: Registration from 8:30am to 9:00am Flying starts at 9:00am Saturday & Sunday | 2015-75 | <http://www.bqac.ca>

September 12 | Fun Fly | 2 Days | Stetson Giant Scale Pig Roast | STETSON FLYERS | Scott Clarke | 613-252-5908 | so-clarke@rogers.com | Scott and his crew welcome all you Giant Scale flyers to an awesome weekend of fun flying, camaraderie, and great times. This event is a Stetson MUST on your flying calendar. The Saturday evening Pig Roast dinner (price to be determined) is always a major hit. Don't miss it! Bring your big planes, your family and friends, and have a super BIG weekend at Stetson Field. The Stetson canteen will be open for lunch Saturday and Sunday. | 2015-58 | <http://www.stetsonflyers.com>

September 12 | Fun Fly | 2 Days | Greater Ottawa Aero-Tow Annual Fun Fly | ARNPRIOR RADIO CONTROL CLUB | 5556 LOGGER WAY ARNPRIOR, ON | Aurele Alain | Aurele.Alain@gmail.com | The Greater Ottawa Aero-Tow group will host its sixteenth annual aero-tow fun fly at the Arnprior RC Club field on 12 and 13 September 2015. 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 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 \$15.00 for the weekend and Saturday evening will feature a no-host dinner gathering - where more talking about flying (and other things) can take place. The Arnprior RC Club 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 Aurele.Alain at Aurele.Alain@gmail.com. | 2015-309 | <http://www.arnpriorradiocontrol-club.com>

September 19 | Fun Fly | 1 Day | ORCC Electric Fun Fly/Night Fly | OTTAWA R/C CLUB | Main Club Field | Alan Nixon | 613-596-0670 | alanjcnixon@rogers.com | Come and join us for our annual Electric Fun Fly. All are welcome. Either MAAC or AMA is mandatory. Lunch and refreshments will be available. Stick around for our annual club BBQ, followed by our Night Fly and bonfire. Camping is available (no hook-ups). | 2015-170 | <http://www.ottawarc-club.ca/>

September 26 | Fun Fly | 2 Days | Annual Applefest FunFly | BRIGHTON R.C. HAWKS | 160 COUNTY RD 64 BRIGHTON, ON | Our Annual Brighton Applefest FunFly is Sept 26th & 27th at our club field #160 County Road 64 Brighton Ontario. We will also have a lunch BBQ | 2015-310 | <http://www.brightonrhcawks.com>

BC COASTAL - H

July 4 | Fun Fly | 1 Day | 5th Annual Spectrum Flyers Heli Fun Fly | SPECTRUM FLYERS | SURREY | Jack Michaan | 778-772-8020 | jackmail@shaw.ca | By Invitation only Electric, Nitro and Gas - Helicopters or Multicopters welcome. Food and refreshments available for purchase. 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 5th. Emails will be sent early in the morning in case a rain delay will be necessary | 2015-247

July 18 | Competition | 2 Days | Pattern in the Valley | SPECTRUM FLYERS | SURREY | David Blaby | 778-840-5411 | dblaby@shaw.ca | Start time is 9:00 AM with pilots meeting. Coffee and muffins for morning and a lunch provided for pilots and volunteers on both days. First time Sportsman pilots are free. Spectrum is a 2.4 radio frequency club, we cannot allow 72mhz radios. Trophies issued to 3rd place for each class flown. For further information please contact the CD at blabby@shaw.ca. | 2015-181

July 18 | Fun Fly | 1 Day | PDQ Electric fun fly | PARKSVILLE DISTRICT AND QUALICUM FLYERS | Nanoose field | Tim Rowledge | 250-240-3270 | tim@rowledge.org | PDQ Electric fun fly--Fun , flying , and a BBQ at our newly refurbished Nanoose field . Enjoy a no competition day of quiet flight . | 2015-256 | <http://www.pdqflyers.com>

July 18 | Fun Fly | 1 Day | Mission Wings RC Heli Fun Fly | MISSION WINGS MODEL FLYING CLUB | 10279 FARMS ROAD, MISSION B.C. | DARREN WIENS | 604-354-4471 | ve7nly@hotmail.com | It's time again!!! July 18/2015!!!! The Mission Wings RC Heli Fun Fly is back again. Once again it will be a one day event only. Last year ended up being a fantastic day, despite the rain in the morning, with lots of awesome flying had by 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. Proof of valid MAAC is required. Pilots briefing will be at 9:00 am and flying starts immediately after that. From Mission, head east on Lougheed Highway (Hwy 7), turn north (Left) on Sylvester Rd, turn West (Left) onto Farms Rd (Big tree in the middle of the Y in the road), turn left at the Anderson Farm. Drive dead slow through the farm, turn left at the sign pointing to the field and continue on through to the field. Address is 10279 Farms Rd. For more information, Contact Darren Wiens: ve7nly@hotmail.com | 2015-263 | <http://www.missionwings.ca>

July 25 | Fun Fly | 1 Day | Joel Clarkston Memorial Scale Fun Fly | RADIO CONTROL AERONAUTICS ASSOCIATION | Gary Crossan | 250-941-4029 | garyrcguy@shaw.ca | The Comox Valley Radio Control Aeronautics Association will be hosting the 2014 Joel Clarkston Memorial Scale Fun Fly at their field in Merville B.C. on July 25 2015 (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 foamies, 3D, or open flying until after 6:00 pm. | 2015-54

August 8 | Air Show/Demo | 2 Days | Victoria's Largest Little Airshow | VICTORIA RADIO CONTROL MODELERS | 6873 LOCHSIDE DRIVE VICTORIA BC | Mike Scholefield | 250-652-8195 or 250-727-5404 | mmscho@shaw.ca | Victoria's Largest Little Airshow will be held at Michell Airpark on August 8th & 9th, 2015. This is the 14th year for the show & it promises to be very entertaining for the general public. We have continuous flying from 10am to 4pm both days. There is a static display for those interested in seeing some beautiful models up close. There are fabulous raffle prizes and a 50/50 draw each day. Our admission is by donation and parking is free. There is a full concession on site. All proceeds from the gate, 50/50 & Raffle are donated to the Saanich Peninsula Hospital Foundation & CFAx Santas Anonymous. Bring your hats, sunscreen & chairs and come spend the day with us. This is a great



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family event which you don't want to miss. | 2015-246 | <http://www.vrcms.org>

August 29 | Fun Fly | 2 Days | Kamikaze Fun Fly | WEST COAST RADIO CONTROLLED AIRCRAFT FLYERS SOCIETY | UPPER COQUITLAM RIVER PARK | 8th Annual Kamikaze Fun Fly aka StrykerFest Calling all RC Aircraft. Bring out your foamy, your balsa, your electric, your gasser, any aircraft, any power. Past years we've had over 200 aircraft on site! Should be a lot of larger 3D planes out again this year, some great scale Planes and Helis, and a multi-rotor FPV obstacle course. We'll have some games like Limbo and runway races, also some demos, formation flying, and of course, Trojan Wars, streamer combat. Landing fee is \$0, Free as always. All MAAC insured pilots welcome and you will receive a door prize ticket when you register. Must SHOW your MAAC card, so make sure you bring it to fly. Be sure you bring out all your RC stuff that you want to sell also, put a price tag on it, and show it off. Lots of pilots and spectators will be looking for deals. Contact me if you wish to donate any time or prizes to the event. warderseeker@hotmail.com | 2015-317 | <http://www.wrcraf.com>

September 12 | Competition | 2 Days | BC Precision Aerobatic Championships | VICTORIA RADIO CONTROL MODELERS | 6873 LOCHSIDE DRIVE VICTORIA BC | Michi Akimoto | 250-380-1199 or 250-885-4266 | michicanada@shaw.ca | BC Precision Aerobatic Championships. CD - Michi Akimoto, michicanada@shaw.ca, Co-CD - Stan Anderson. All classes flown. \$30 entry fee includes lunch both days. Pot luck Appy party on Friday night. BBQ set up for those wishing to use it. Pilots Meeting at 9:45 with wheels up at 10am sharp. All planes must be safety inspected before use at this facility & pilots briefed on no-fly zones etc. Directions are available on the Club Website at <http://vrcms.org/main.html> | 2015-262 | <http://www.vrcms.org>

QUEBEC - I

July 4 | Fun Fly | 2 Days | Fun Fly amical d'Hélicoptères | CLUB AEROMODELES ASBESTOS | 201 CH ST-CLAUDE DANVILLE QC | Steeve St-Cyr | 819-806-2786 | monasteeve@gmail.com | Il y aura un fun Fly amical d'hélicoptères les 4 et 5 juillet 2015. C'est gratuit pour tous le monde. Camping sauvage à partir du vendredi 3 juillet sur le terrain du Club Aéromodèles Asbestos. Pour indication routière, www.clubaeromodelesasbestos.com/la_piste.htm Il y aura un feu de camp le samedi soir. Le tout est ouvert au public tout à fait gratuitement. Il y aura des hot-dogs et breuvages sur place. L'évènement ne sera pas remis en cas de pluie. Apporter vos hélicoptères et venez voler avec nous! Pour information s'adresser à Steeve St-Cyr au 819-806-2786 ou par le lien facebook suivant : www.facebook.com/events/1567182010165637/1567182013498970/?comment_

id=1567186380165200¬if_t=event_mail_comment | 2015-235 | <http://www.clubaeromodelesasbestos.com>

July 11 | Display | 2 Days | Imac Beauce 2015 | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | même terrain | Daniel Laliberté | 418-957-8323 | daniel12@globetrotter.net | Pour une deuxième année consécutive, le club phoenix vous invite à son superbe terrain pour une compétition Imac. Il a possibilité d'arriver le vendredi pour les pratiques toute la journée. Le pilote meeting sera à 8:30 le samedi matin et les compétitions débuteront à 9:00. Des prix seront remis au trois premiers de chaque catégorie. Les couts seront de 40\$ par inscription et gratuits pour la catégorie Basic. Il aura aussi possibilité de faire du camping sur place. L'inscription à l'avance sur le site web miniac serait très apprécié. Pour de plus amples renseignements, vous avez juste à communiquer avec moi par téléphone ou email. Au plaisir de vous accueillir sur notre terrain en Beauce Daniel Laliberté | 2015-141

July 11 | Fun Fly | 2 Days | Rendez-vous amical 2015 | CLUB AIR MODELISTE | RUE PETIT ST-JEAN, ST-ETIENNE | Gaétan Guillemette | Site de camping sans services. Aucun service de restauration. | <http://www.clubairmodeliste.com>

August 22 | Fun Fly | 2 Days | Fun Fly 2015 | CLUB AEROMODELISME SAGUENAY INC. | Pierre Gagnon | 418-545-6107 | pierre.gagnon38@videotron.ca | Le Club Aéromodélisme Saguenay Inc, tiendra à St-Jean Vianney au Saguenay. son Fun-Fly annuel, les 22 et 23 août 2015. Il y aura prix de présences ainsi que service de restauration et toilettes sur place. Nous avons un grand stationnement pour les roulettes mais sans service d'eau. Bienvenue à tous. | 2015-142 | <http://www.aeromodelismesaguenay.com>

August 22 | Fun Fly | 1 Day | Fun fly amical | 3RC | RTE 153, SAINT BARNABE | Fun fly amical du club 3RC au terrain de St-Barnabé-nord! Le tout débute à 10:00h. Communiquer avec Éric Lavoie; 819-699-4822 | 2015-303

September 5 | Fun Fly | 2 Days | fun fly | CLUB D'AVIONS MINIATURES LES PHOENIX INC. | RANG 2 - ST JEAN DE LA LANDE | Eric Moisan | 418-226-7028 | ericmoisan747@hotmail.com | LE Club Phoenix vous invite à son fun fly annuel lors de la fin de semaine de la fête du travail. Appotez roulotte et caravan sur notre terrains | 2015-200

St. LAWRENCE - J

July 1 | Air Show/Demo | 1 Day | Cote St Luc Canada Day | ST LAWRENCE ZONE | Parc Pierre Elliot Trudeau | COTE ST LUC CANADA DAY PARC PIERRE ELLIOT TRUDEAU COTE ST LUC' STATIC AN DYNAMIC DISPLAY; OPEN TO THE PUBLIC | 2015-326

July 18 | Fun Fly | 2 Days | FUN FLY AMICAL 2015 au CARC LANAUDIÈRE de ST-LIGUORI | CARC LANAUDIÈRE | 991 RG. MONTCALM, ST-LIGUORI, QC J0K 2X0 | Pierre Morel | 450-760-9828 | aeromp@videotron.ca | Le CARC Lanaudière organise un Fun Fly Amical qui aura lieu les 18 & 19 Juillet 2015 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 aeromp@videotron.ca <http://www.carclanaudiere.com> | 2015-276

July 25 | Fun Fly | 2 Days | Fun Fly Amical | CLUB AVION MODELE GRANBY INC | Marie Reine D. Malczewski | 450-263-4818 | sunshine65@hotmail.com | Fun Fly amical,gratuit pour tous,camping sauvage à partir du vendredi le 24 juillet sur le terrain même du club,Le samedi soir il y aura vol de nuit ainsi qu'un feu de camp. Le tout est ouvert au public tout à fait gratuitement, | 2015-43

August 1 | Fun Fly | 2 Days | Festival aérien | CLUB AEROMODELES ASBESTOS | Serge Auger | 819-878-3253 | Le Club Aéromodèles Asbestos organise son festival aérien les 1 et 2 août. Un service de restauration sera sur place durant la journée. Vous pouvez camper sur place mais sans service. Il est possible d'arriver le vendredi. Très belle piste gazonnée, dans un environnement paisible. L'entrée est gratuite. Bienvenue à tous les pilotes (jets, avions, hélicoptères). N'oubliez pas d'apporter vos avions de combat électriques ainsi que vos avions lumineux, car il y aura des vols de nuit. Pour indication routière, consulter notre site internet: <http://www.clubaeromodelesasbestos.com> Pour information s'adresser à Richard Cloutier au 819 879-2633 ou Serge Auger au 819 878-3253. | 2015-50 | <http://www.clubaeromodelesasbestos.com>

August 8 | Fun Fly | 2 Days | FunFly 2015 - Appréciation des Vétérans | CLUB AEROMODELISME MARS INC. | Club Mars Lachenaie | Michel Marion | 438-394-8730 | michel.marion@videotron.ca | FunFly 2015 - Appréciation des Vétérans. Cette année étant le 70ième anniversaire du Jour-V, le Club montrera son appréciation au vétérans et offrira un rabais de \$5 sur le prix d'entrée sur présentation d'un carte de vétérans. - Aire de pic-nique, - Aire de jeux pour enfants, - Apporter votre lunch ou cantine disponible sur place, - Rabais de \$5 sur le prix d'entrée avec présentation de preuve de vétérans. (Vs Prix par automobile de \$10) Nous donnerons accès aux puits des pilotes régulièrement pour échanger avec ceux-ci et voir nos modèles de plus près. ESPACE CAMPING GRATUIT POUR PILOTES DE L'EXTÉRIEUR - SVP CONTACTER MICHEL MARION The 2015 Club Mars

Calendar of Events



FunFly - Veterans Appreciation. As this is the 70th anniversary of V-Day (1945-2015), the club will show its appreciation to Veterans and will offer a \$5 rebate on the entry fees for those Veterans with IDs. (vs the \$10 per car regular price) Picnic area, Kids Playground, Bring your lunch or Canteen available on site, We will give access to the Pilot's Pits on regular basis to exchange with them and have a closer look at the models. NO SERVICE CAMPING SPACE AVAILABLE FOR VISITING PILOTS - PLEASE CONTACT MICHEL MARION | 2015-253 | <http://www.club-mars.org>

August 22 | Display | 2 Days | IMAC | CLUB AMIDAIR INC. | main club field | PATRICK PEDROLA | 438-494-6167 | patrickpedrola@hotmail.com | IMAC AMIDAIR DU 22-23 AOUT 2015, 9H00 AM. Venez en grand nombre! | 2015-131 | <http://www.amidair-rc.com>

SASKATCHEWAN - K

July 4 | Fun Fly | 2 Days | Big Bird FLY IN | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK - | Dick Braun | 306-773-9119 | dmbraun@sasktel.net | All pilot are invited to come on weekend and enjoy a weekend of big bird flying Rule Maac is a must size big dry land camping lots of it /conession yes sanitary yes Conssion yes | 2015-293 | <http://www.smms.org/swiftwings>

July 25 | Fun Fly | 1 Day | Fly what you Brung | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK - | Stan Greenwood | 306-773-3406 | sgreenwood@sasktel.net | Swift wings first ever fly what you brung fun fly just a day of flying your favorite bird sanitaion faciliities on site maac a must conssion will be open | 2015-292 | <http://www.smms.org/swiftwings>

August 1 | Fun Fly | 3 Days | Club Fun Fly | SWIFT WINGS RC FLYING CLUB INC | CHASE FIELD IN SKYLINE PARK - | Arthur Hare | 306-773-7414 | ahare@shaw.ca | The name says CLUB but all Pilots are welcome to join us for a week end of fun flying and a whole lot of story telling all true of corse MAAC you need Dryland camping at least 25 acres , sanitary facilities yes Conssion yes so what more do you need comeon down and join us | 2015-294 | <http://www.smms.org/swiftwings>

August 22 | Competition | 2 Days | CP-PRA Pylon Race | HUB CITY R/C CLUB | BOB RICHARDT FIELD | Jeff Martin | 306-665-9048 or 306-270-9318 | jmartin@sasktel.net | CPPRA Pylon Race, Aug 22nd/23rd hosted by Hub City Radio Control Club (HCRCC) Saskatoon, SK Starting time 8am. Q500 (AMA 426) racing Saturday Q40 (AMA 422) racing Sunday Entry fee \$50 Contract Jeff Martin (306)270-9318 for more info | 2015-297 | <http://www.hcrcc.org>

August 29 | Fun Fly | 3 Days | Hazlet Float Fly & Campout | SWIFT WINGS RC FLYING CLUB INC | Hazlet Regional Park | Glen Chase | 306-773-3027 or 306-774-3442 | glen.c@sasktel.net | All Float Flyers are welcome come out and join us for a week end off flying of water then evenings off sitting by the fire telling tall tail and the odd big story This park has all 30 amp plug in out lete toilet faciliaties but no gas boats we have a electric boat for retrieval Camping fees are 20.00 per nite | 2015-290 | <http://www.smms.org/swiftwings>

September 26 | Fun Fly | 2 Days | Hazlet Float Fly and Camp out | SWIFT WINGS RC FLYING CLUB INC | Hazlet Regional Park | Glen Chase | 306-773-3027 or 306-774-3442 | glen.c@sasktel.net | all Float flyer are welcome to join us for a week end fying of water then evening sitting by the fire sipping beverages of your choice and telling tall tales of yesteryears gone by and watching the young one flying thier night flyers making pretty lites in the sky | 2015-291 | <http://www.smms.org/swiftwings>

SOUTH EAST - L

July 11 | Fun Fly | 1 Day | OMFC Summer Family Fun Fly | OAKVILLE MFC INC. | Drumquin Park - OMFC Field | Terry Sears | 905-844-4048 | searst7281@gmail.com | Turn West off Trafalgar Road onto Britannia Road. Turn right into Drumquin Park, just across the road from Terra Garden Center. Parking is located at our flying field. Event details All Oakville Milton Flying Club members and family are invited to come out to this event When: July 11,2015. Where: OMFC Field - Drumquin Park From: 9:30am to 3:00pm. This is your event, weather permitting, so come on out and support your club. Bring your favorite aircraft. All types of models are welcome. Enjoy a great day of flying and fun with your friends and fellow club members. Food and Drinks will be available. Draw prizes for lucky fliers. See you there. | 2015-47 | <http://www.omfc.org>

July 11 | Fun Fly | 1 Day | Seaton Valley memorial Warbird Rally/Fun Scale | SEATON VALLEY R/C MODEL CORP. | Eric Harding | 905-839-5105 | mossieguy@hotmail.com | Open to all Scale & Stand-Off Scale Military Aircraft of any era. Along with our normal Rally, this year we will also reserve one stone where Pilots who wish to, can try their hand at Fun Scale competition rules. Trophies to 3rd place. Food, Raffles, Prizes & Pilots Choice Awards. Rally entry is FREE, Optional Fun Scale Competition is \$10.00. Pilots entered in the Fun Scale Competition receive a complimentary T-Shirt. Current MAAC or AMA membership required to fly. Noise Restriction=88db @ 7 meters | 2015-89 | <http://www.seatonvalleyrc.com>

July 11 | Fun Fly | 1 Day | Summer Fun Fly | 6TH DIVISION FLYERS CLUB INC. O/A ORILLIA AERO MODELLERS | Severn Pines Field | Mark Wandel | 705-327-

3158 | mark.wandel@sympatico.ca | Orillia Aeromodelers Summer Fun Fly Saturday July 11, 2015 Rain Date Sunday July 12, 2015 Free admission, all aircraft welcome, MAAC membership required. | 2015-230 | <http://www.6thdivisionflyers.com/>

July 18 | Fun Fly | 1 Day | Control Line | OAKWOOD & DISTRICT MODEL FLYING CLUB | Derek Pheaton | 705-437-2789 | sunbury-1@rogers.com | Control Line Fun Fly, Main club field at 1478 Eldon Rd., Oakwood, On Saturday July 18th. 2015 9.30 am till 3.00 pm. Contact: Derek Pheaton 705-437-2789 sunbury-1@roger.com Note, this event is not catered. | Sep-2015 | <http://www.oakwooddistrictmodelflying-club.ca/>

July 25 | Display | 2 Days | 2015 Oakville Milton Precision Aerobatic Contest | OAKVILLE MFC INC. | Drumquin Park - OMFC 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. Parking is located at our club flying field. Event details 2015 Oakville Milton Precision Aerobatic Contest Hosted by the Oakville Milton Flying Club July 25th and 26th 2015. 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: brian@virtuhost.com. 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. | 2015-48 | <http://www.omfc.org>

July 26 | Fun Fly | 1 Day | Glider Fun Fly | OAKWOOD & DISTRICT MODEL FLYING CLUB | Gord Weekes | oakwoodmfc@outlook.com | Glider Fun Fly Main Club field 1478 Eldon RD., Oakwood, On Sunday July 26th.2015 9.30am till 3.00pm Note, this event is not catered. Contact: Gord Weekes oakwoodmfc@outlook.com | Oct-2015 | <http://www.oakwooddistrictmodelflyingclub.ca/>

August 3 | Fun Fly | 1 Day | Flyboy Funfly-Great War Tribute day | WHITBY AERO MODELLERS | Ken Livingstone | 905-706-3616 | ken1098@rogers.com | Whitby Aero Modellers Present: the Second Annual Flyboy Funfly/Great War Tribute Day. Monday August 3. (Civic holiday) A dedicated WWI Fun Fly day at the WAM Club field just west of Brooklin Ontario. No strict rules, just a casual day for Great War aeroplane enthusiasts to gather and have some fun. BBQ and drinks available at reasonable prices. Trophies for: Best Allied plane, Best Central Powers plane, Best piloting,



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and the coveted "Bloody April" award for worst crash! Entry fee for visiting Pilots \$5. MAAC membership required. For more info contact: ken1098@rogers.com, or go to the WAM website: www.whitbyaeromodellers.com Check out last years event at: <http://www.whitbyaeromodellers.com/#1events/c15id|2015-104> | <http://www.whitbyaeromodellers.com>

August 8 | Fun Fly | 1 Day | Annual Toronto Warbird Rally | RADIO CONTROL FLYING CLUB OF TORONTO INC. | NORTH SIDE OF PASSMORE, EAST OF TAPSCOTT, SCARBOROUGH, ON | Andre Laurent | warbirds@rcfctoronto.ca | The Radio Control Flying Club of Toronto will be holding it's annual Warbird Rally on Aug 8th 2015. No landing fee. Food and refreshments will be available on site. Start time is 9am on Saturday the 8th. If a rain date is required... Rain date will be Sunday Aug 9th. Start time for the 9th would 9 am with a delayed 10 am start for wet engines. | 2015-277 | <http://www.rcfct.ca>

August 9 | Competition | 1 Day | Multi-club Electric Combat | NORTH SIMCOE FLYERS | MAIN FIELD - BOKER FARM | Marko Smiljanic | 705-322-5252 or 705-322-5252 | northsimcoeflyers@rogers.com | The North Simcoe Flyers will be hosting a multi-club electric combat event on Sunday August 9th, 2015. Club combat rules will apply. Preferred aircraft is the Funder N' Lightning design, and power is restricted to 200W. Additional information is available on our website: <https://northsimcoeflyers.shutterfly.com/clubcombat> For details and registration please contact Marko at 705-322-5252 or email northsimcoeflyers@rogers.com | 2015-267 | <http://northsimcoeflyers.shutterfly.com/>

August 15 | Fun Fly | 1 Day | Corn-Cob Float Fly | BEETON RC FLYERS | Club Pond | Richard Byers | 647-932-4018 | rbyers@bell.net | August 15th / Fun Fly / 1 Day/ Corn Cob Floatfly / Beeton RC Flyers / The Club Pond / Contact Rick Byers 647-932-4018 (rbyers@bell.net) The Beeton R/C Flyers are hosting their sixth Annual Corn-Cob Floatfly at the club pond on Saturday August 15th, 2015. If needed the event could be moved to the Sunday if the weather is unfavorable. Please call if you have any concerns. Pilot registration starts at 8:00am and splashdown fee is \$10.00. Come and enjoy a great day of Float Flying. As in the past we will have a food concession and draws for prizes, supplied by our many generous sponsors. For more information please visit our club web site www.beetonrcflyers.org or call 647-932-4018. | 2015-76 | <http://www.beetonrcflyers.org>

August 15 | Fun Fly | 1 Day | Second Annual Charity Fun Fly | KAWARTHA LAKES RADIO CONTROL FLYING CLUB INC | EMERGENCY ADDRESS:571 PIGEON LAKE ROAD KAWARTHA LAKES ON K9V 4E3 | August 15, Second Annual Charity Fun Fly, 1 day, with rain date of August

16, held by the Kawartha Lakes RC Flyers in support of the local Big Brothers and Big Sisters clubs. Held at our club field 571 Pigeon Lake Rd, approx 4 km east of Lindsay. Start time is 10 am with pilot registration at 9:30 am and flying will run to 4 pm. Entry fee for pilots is a \$10.00 donation with proof of MAAC which includes a ticket for a draw prize. Numerous raffle draws, 50/50 draw. Food and refreshments will be available. Our flying field has 3 well groom runways to address any wind direction. Flying open to aircraft and Helis. We invite you to come out for a comfortable day of flying and to help support a great cause to benefit young boys and girls in the Kawartha Lakes and Halliburton area. Contact Fred Broad for further details at 705-328-9029, e-mail fredybro@hotmail.com | 2015-319 | <http://www.kawarthaflyers.com>

August 22 | Fun Fly | 1 Day | Control Line | OAKWOOD & DISTRICT MODEL FLYING CLUB | Derek Pheaton | 705-437-2789 | Sunbury-1@rogers.com | Control Line Fun Fly Saturday August 22nd, 2015 9.30 am till 3.00 pm Main club field 1478 Eldon Rd., Oakwood, On. Contact: Derek Pheaton 705-437-2789 sunbury-1@rogers.com Note, this event is not catered. | Nov-2015 | <http://www.oakwooddistrictmodelflyingclub.ca/>

August 22 | Fun Fly | 1 Day | Edenvale "Heli-of-a-good-time" Fun Fly | EDENVALE RADIO CONTROLLED AIRCRAFT CLUB INC. | Andy Beleny | pines1@bell.net | Come one, come all to our first annual "Heli-of-a-good-time" fun fly! It is an all-helicopter event that will allow electric, nitro, or gas helis to be flown that day. With an entry fee of \$20, a barbecue lunch will be provided with tickets to an afternoon draw of great prizes from some special sponsors. Safety meeting to commence at 9:00 am. Restrooms/ sun shelter on site. Come out to enjoy the sunshine and meet some great new friends! Public/ spectators welcome at no additional charge. | 2015-136 | <http://www.edenvaleflyers.ca>

September 13 | Fun Fly | 1 Day | Fall Fun Fly and BBQ | OAKWOOD & DISTRICT MODEL FLYING CLUB | Mike Stephenson | 705-432-2676 | brellmar@persona.ca | Sunday September 13th, 2015 Fall Fun Fly and BBQ. 9.30am till 3.30pm. Main club field, 1478 Eldon Rd., Oakwood, On. Contact: Mike Stephenson 705-432-2676 brellmar@persona.ca | Dec-2015 | <http://www.oakwooddistrictmodelflyingclub.ca/>

September 19 | Display | 1 Day | Scale Rally & Fun Scale Competition | LONG SAULT FLYERS | Peter Hill | 905-986-4576 | airtronicsinfo@porchlight.ca | Saturday September 19, 2015 (Rain Date Sunday September 20, 2014) flying starts at 9:00 am New for 2015, we will be hosting a FUN SCALE COMPETITION for those pilots that what to participate and try there skills. This is a Scale & Stand Off Scale event. Long Sault Flyers are located at the

Long Sault Conservation Area, on Woodley Road, north off Regional Road #20, between Regional Road #57 and the Mosport Raceway, north of Bowmanville. Current MAAC or AMA membership is required to fly. Entry Fee is \$10.00 Breakfast and lunch will be available at the field. For more information contact: Ken Wilkes @ 905-431-2443 - ken.wilkes@rogers.com or Peter Hill @905-986-4576 - airtronicsinfo@porchlight.ca | 2015-127 | <http://www.lsflyers.com>

October 3 | Display | 2 Days | Balsa Beavers 58th Anniversary Event | Balsa Beavers MFC INC. | Chris Brownhill | 416-255-1289 | cbrownhill@sympatico.ca | Balsa Beavers 58th Anniversary Event Date: October 3&4, 2015 Location: Centennial Park Flying Circles, Centennial Park, Etobicoke. (Toronto) Starting time: 8:30AM Saturday's events: FAI Combat, Ringmaster Fly-a-thon Sunday's events: LA .25 Sport Race 500 laps Ringmaster Fly-a-thon Entry fees: FAI Combat, 500 lap Sport Race: \$20.00 per event Ringmaster Fly-a-thon - No Charge Contest Directors: Chris Brownhill, John McFayden Contact: Chris Brownhill Tel: 416-255-1289 email: cbrownhill@sympatico.ca | 2015-139 | <http://www.balsabeavers.com>

SOUTH WEST - M

July 11 | Fun Fly | 1 Day | Annual Scale Rally | FOREST LAKESIDE FLYERS | Stuart Schroeder | 519-344-1253 or 519-402-8267 | stuart.schroeder@distributel.net | Saturday July 11, 2015- 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 and hot dogs available. Great flying site, no fees, lots of visitors. 450 ft x 400 ft grass flying site. Flying 9 am to 4 pm. No rain date. Contact: Stuart Schroeder 519-344-1253 519-402-8267cell | 2015-85

July 12 | Fun Fly | 1 Day | Mac Rowe Memorial Fun Fly | WOODSTOCK RADIO CONTROL FLYING CLUB | 745751 TOWNSHIP ROAD 4 INNERKIP, ON N0J 1M0 | Steven Ruxton | 519-532-3009 | stevenruxton@gmail.com | Open to all types of flying. Everyone is welcome at the annual WRCFC Mac Rowe Memorial Funfly. Check out our website: <http://www.woodstockrcflyingclub.ca/> for directions and GPS co-ordinates. | 2015-298 | <http://www.woodstockrcflyingclub.ca/>

July 17 | Air Show/Demo | 3 Days | Warbirds and Classics Over Chatham | CHATHAM AERONAUTS | Cliff Russell | 519-352-6108 | cliff.russell@sympatico.ca | The Chatham Aeronauts wishes to announce our annual Scale Fly-in "Warbirds and Classics over Chatham". The event will be held on July 17 to 19, 2015 at the Chatham Kent Municipal Airport. Time is 9:00 am to 5:00 pm and we fly off both paved and grass runways. Registration is open to all classes of

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Scale aircraft. All Jets are welcome! Landing fee is \$15.00, pre registered before July 1, 2015 and \$20.00 at the event. Go to our website www.chathamaeronauts.com to pre register. This years Saturday night get together location has not been determined yet. Please visit our website for the latest updates. | 2015-70 | <http://www.chathamaeronauts.com/>

July 25 | Fun Fly | 2 Days | Wingham Jet Rally | WINGHAM JET CLUB | Blair Howkins | 905-838-2174 | blairnhowkins@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 free. There is a concession for food on Saturday and Sunday. Pilots, are provided a Saturday evening banquet included in pilot registration. Additional tickets can be purchased for \$20.00/ea If family and friends would like to attend the banquet. Pilot registration is \$50, Tent space is available at \$150 per bay for three days which needs to be arranged ahead of time with Blair Howkins. During the event there is a raffle of great Hobby stuff donated by sponsors, a 50/50 draw is also organized. There is a noon time air show on Saturday. Friday is test day for models that are to be flown on Saturday and Sunday. | 2015-36

August 1 | Air Show/Demo | 1 Day | 38th Annual Memorial Scale Rally | BLUEWATER R/C FLYERS | Jay Spence | 226-402-0458 | smoke-on@live.ca | Please join us for the Bluewater r/c Flyers 38th Annual Memorial Scale Rally. Open to all scale airplanes and helicopters, Registration is free for pilots and a Best of Show trophy will be presented to the pilot at the end of the event. We will have a pilots breakfast at 9am and refreshments all day long. Primitive camping is available at the field for those who wish to stay the weekend. We will also be collecting can goods for our local food bank The Inn of the Good Shepherd. Please join us for the day to see some beautiful scale models in flight. 2.4GHz transmitters are preferred. On site parking for spectators \$5 per car. | 2015-153 | <http://www.bluewaterrcflyers.info/>

August 8 | Competition | 2 Days | Bean Field XXX Kombat | THE BEAN FIELD FLYERS | 30148 EASTERVILLE RD DRESDEN ON | Bradley LaPointe | The Bean Field XXX Kombat AUGUST 8th & 9th For the first time ever Canada will have a triple elimination F2D combat event . The field will be open Friday for testing . Fuel supplied , entry \$30. First prize is a Fora! Contact me for more information . Can-Am Cup event . Brad LaPointe CD | 2015-186

August 14 | Fun Fly | 3 Days | Sky Harbour RC Airshow and Southwest Zone Fun Fly | SKY HARBOUR MODELERS | Goderich Ontario | Jeff Squire | 519-612-1020 | skyharbourrc@gmail.com | The Sky Har-

bour RC Airshow is pleased to announce that we will be hosting the Southwest Zone Fun Fly at the Sky Harbour Airport in Goderich. Fly from a 3000' long by 50' wide paved runway or a grass strip. ALL MAAC FLYERS ARE WELCOME TO ATTEND THIS EVENT, regardless of zone. Turbine powered models welcomed. Control line models welcomed as this is a large venue and a separate control line area will be setup so there is no conflict with RC aircraft. Over 500 spectators and 45 pilots attend this event each year. Also new this year, the airport will be closed to full-scale traffic. On the Saturday night, enjoy a gourmet buffet and awards dinner with live band on an outdoor patio at a local restaurant overlooking Lake Huron at \$25 per ticket. A candy drop along with kids prizes will be handed out Saturday and Sunday. Friday August 14th is a setup and test flight day from 9am till dusk. The model airshow and fun fly will take place on Saturday August 15th from 9am till 5pm and Sunday August 16th from 9am till 3pm. Open flying times except for air show which goes Saturday and Sunday from noon till 1pm. Registration fee for all pilots is \$25 for weekend. Registration fee for Sunday only is \$15. Huge pilot prize table to be won and food available on site to purchase. Free overnight camping on site (no hookups). Registration is limited to 75 pilots. To preregister, contact skyharbourrc@gmail.com or 519-612-1020 and also to inquire on the block of hotel rooms we have reserved at discounted prices. Overnight hangar storage available. Bring proof of valid MAAC. First 30 pilots to register receive a free hot lunch voucher. This is going to be a great summer weekend of flying at a fantastic site and an event that the whole family can enjoy in a beautiful and historic beach town. Hope to see you there! | 2015-100 | <http://facebook.com/skyharbourrc>

August 22 | Fun Fly | 1 Day | Strathroy Flying Farmers Float Fly | STRATHROY FLYING FARMERS R/C | PARKHILL CONSERVATION AREA | Paul Neely | Strathroy Flying Farmers Float fly, August 22nd, wind/rain cancellation date August 23rd, from 9am to 2pm, sponsored by the Strathroy Flying Farmers. The Parkhill Conservation Lake is located at the north end of Parkhill off Highway #81. Signs will be in place directing flyers to the site. Splash down fee for participating flyers of \$10 includes lunch. Food and drinks available, on site. There is plenty of parking and area to set up sun shades. Event contacts Bob May @ 519-471-2964 or Paul Neely @ 519-641-4045." | 2015-264 | <http://www.strathroyflyingfarmers.ca>

August 29 | Competition | 2 Days | The Southern Ontario Control Line Championships (SOCC) | THE BEAN FIELD FLYERS | 30148 EASTERVILLE RD DRESDEN ON | Chris Brownhill | The Southern Ontario Control Line Championships (SOCC) This event is brought to you by the Balsa

Beavers of Toronto with the assistance of the Bean Field Flyers . CD Chris Brownhill , combat event director Brad LaPointe . Saturday features 80 MPH Combat , LA .25 Sport Race (Hanson Cup) , Old Time Stunt , Profile Scale , Fun Scale , and Sport Scale . Sunday's events are F2D combat (Can-Am Cup) , Profile Stunt , and F2B . | 2015-187

August 29 | Fun Fly | 1 Day | Pre-Labour day weekend fun fly | LONDON MODEL AIRCRAFT CLUB | Bob Grant | 519-872-2888 | mail4bob@rogers.com | LMAC Pre-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!) | 2015-154 | <http://www.londonmodelaircraftclub.com>

September 5 | Fun Fly | 3 Days | The Flying Follies Fun Fly | THE BEAN FIELD FLYERS | 30148 EASTERVILLE RD DRESDEN ON | Bradley LaPointe | The week after the SOCC we have all the contest mechanisms in place so the field is open for a weekend of fun flying Just the excuse to dig out those old not quite ready for prime time projects that tend to get the short shift . Bring out the rookies as we have trainers on site . No entry fee , show up - fly your brains out ! That's all folks , Brad | 2015-188

September 17 | Fun Fly | 4 Days | Thunder Thrust Over Chatham-Kent | CHATHAM AERONAUTS | Peter Doupnik | 519-791-5328 | pdoupnik@gmail.com | —Thunder Thrust. The Chatham Aeronauts would like to welcome all jets, turboprops and turbine helis to the third annual Thunder Thrust over Chatham-Kent. Held again this year at the Chatham Airport Sept 17-20. Flying from paved runways over four full days from 9am to 5pm. Registration is \$25 and is open to any turbine powered model. For details please contact Peter Doupnik at 519 791-5328 or see <http://chathamaeronauts.com> | 2015-109 | <http://www.chathamaeronauts.com/>

October 18 | Swap Shop | 1 Day | LMAC 27th Annual Swap Meet | LONDON MODEL AIRCRAFT CLUB | Carling Heights Community Centre | Andrew Richardson | The London Model Aircraft Club will be hosting their 27th annual Swap meet on October 18. The location will be the Carling Heights Community Centre. Contact Andy Richardson (andrewrichardson@rogers.com) Save this date! October 18th, 2015. One of the biggest swap meets in Ontario! The new location received rave reviews from vendors and buyers alike. Visit www.londonmodelaircraftclub.com further details to come, including map and directions, also book tables online. www.lmac.on.ca | 2015-252 | <http://www.londonmodelaircraftclub.com>

3.3.2 Caractéristiques d'une maquette d'avion à moteur(s) à piston F1C, modifier le dernier paragraphe comme suit :

Les maquettes de F1C DOIVENT être dotées d'un dispositif de télécommande uniquement afin d'actionner de façon irréversible la déthermalisation (sic) de la maquette.

- Adoptée (24 en faveur, 2 contre)

3.3.2 Caractéristiques d'une maquette d'avion à moteur(s) à piston F1C, modifier le septième paragraphe comme suit :

Les organisateurs devront fournir le carburant préparé à titre de formule standard pour les moteurs à bougie incandescente et à allumage par étincelle et devra être utilisé pour chaque vol officiel. Sa composition sera d'éthanol à 80 % et d'huile synthétique à 20 %.

- Défaite lors de la réunion technique et retirée

3.3.2 Caractéristiques d'une maquette d'avion à moteur(s) à piston F1C, modifier le cinquième paragraphe comme suit :

La durée maximum du temps moteur est réduite à 4 secondes (de l'ancienne marque de 5 secondes) à partir du largage de la maquette.

- Adoptée (22 en faveur, 2 contre)

ANNEXE 1

RÈGLEMENTS POUR LA COUPE MONDIALE DE VOL LIBRE

Communications, modifier le paragraphe comme suit :

Le coordonnateur de la Coupe mondiale DOIT recevoir les résultats de chaque concours disputé lors de la Coupe mondiale et doit ensuite calculer et publier le classement actuel de la Coupe mondiale. Ces résultats devraient être disponibles par le biais du site Web de la FAI.

- Adoptée (27 en faveur, 1 contre)

3.5.1, 3.6.1, 3.G.1, 3.H.1, 3.J.1,

3.K.1 Définition, modifier les paragraphes comme suit :

Les maquettes d'avion ne sont pas dotées d'un dispositif de propulsion dont la portance est générée par des forces aérodynamiques qui agissent sur les surfaces qui demeurent fixes en vol, à l'exception de changements d'incidence.

- Adoptée (à l'unanimité)

F1S, une nouvelle catégorie telle qu'illustrée dans l'annexe d'agenda (7b).

Raisonnement : C'est pour créer une épreuve simple de mini-maquettes électriques qui ajoutent à la F1Q. Cette épreuve F1S s'inspire de l'épreuve E36 qui a été conçue aux États-Unis et qui a rencontré beaucoup de succès à l'échelle internationale. C'est le segment qui

connaît la plus forte croissance; la F1S utilise les mêmes spécifications de maquette que la E36. Les maquettes de F1S autorisées à voler dans la catégorie F1Q à titre de maquettes sans limiteurs d'énergie et cette énergie sera estimée selon le barème au 3.Q.2.b.

Il est notoire que c'est difficile de chronométrer les moteurs électriques. Au lieu, les temps moteur sont chronométrés au statique avant et au cours du vol. Histoire d'empêcher ces vérifications moteur statiques prévol de nuire au vol, elles sont interdites vers la fin des rondes et lors des épreuves de fly-off.

- Adoptée (24 en faveur, 1 contre)

En terminant, j'aimerais remercier le Conseil de direction de m'avoir offert la chance d'assister à la réunion de la FAI du CIAM. C'est une expérience que j'ai trouvée fascinante avec ce regard d'arrière-scène que j'ai pu jeter sur la compétition internationale ainsi que sur la structure de cet organisme. J'aimerais aussi remercier les personnes qui font voler des maquettes dans ces disciplines pour toute l'information qu'ils m'ont transmise et pour leur appui lorsque j'étais à ces rencontres.

Si on m'offrait de retourner assister à ces réunions, je le ferais avec plaisir. Si quelqu'un a des questions par rapport à cette rencontre, sentez-vous bien à l'aise de communiquer avec moi. ✈



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DEMANDE DE PERMIS DE MODÉLISTE 2015

Les Modélistes Aéronautiques Associés du Canada

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

www.maac.ca

maachq@on.aibn.com

Tel: (905) 632-9808

Fax: (905) 632-3304

Numéro sans frais 1-855-756-MAAC or 1-855-756-6222



Information personnelle

MAAC # _____ NOUVEAU MEMBRE? Oui Non

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

Date de naissance requise pour vérification, renseignements confidentiels

Emploi

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

Nom : _____
Prenom Initiale Nom

Adresse : _____
Rue, chemin, etc. Unit / app #

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

TEL: résidentiel _____ FAX: _____ courriel: _____

TEL: travail _____ FAX: _____ courriel: _____

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

Je suis un résident du: Canada Etats-Unis (avec preuve d'adhésion AMA pour 2014) Autre

CLUB AFFILIÉ à MAAC: _____

Comment avez-vous connu MAAC??

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

Catégorie d'intérêt (cochez la case appropriée)

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

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

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

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

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

Je reconnais aussi que lorsque je ferai voler un modèle dans n'importe lequel des 50 états des Etats-Unis, je serai couvert par l'assurance de l'Association et j'obéirai au Code de Sécurité du MAAC ainsi que celui du AMA. S'il y a conflit entre les deux Codes, le plus sévères des deux sera de rigueur et que j'utiliserai uniquement les fréquences approuvées par les 50 états des Etats-Unis pour les modèles télécommandés.

Signature: _____ Date: _____

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

Les adhésions anticipées pour l'année suivante reçues avant le 30 novembre recevront un écusson à tirage limité, disponible jusqu'à épuisement des stocks..

Cochez ici si vous ne désirez pas recevoir l'écusson

Cotisations de base: membres libres 80,00 \$ ou 246,00 \$/3 membres cadets 10,00 \$ ou 21,00 \$

La cotisation ci-dessous inclut la TPS & TVH - COTISATION ANNUELLE NON REMBOURSABLE

Les publications bimestrielles sont envoyées à tous les membres à partir du renouvellement ou de l'adhésion.

Member Type	1 An (2015) Jan 1 - Dec 31/15	16 mois (2015) Sep 1 - Dec 31/16	3 Ans (2015) Jan 1 - Dec 31/17
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Membre Cadet (revue incluse)	\$23.73	\$23.73	N/A
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Membre Cadet (revue incluse)	\$23.94	\$23.94	N/A
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Membre Régulier (revue incluse) (18 ans et plus au 1er janvier)	\$92.00	\$92.00	\$248.40 <i>(uniquement pour résident CAN)</i>
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Montant de l'option d'adhésion _____

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MEMBERSHIP APPLICATION 2015

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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

Occupation

The organization requests occupation for demographic purposes however MAAC is a volunteer based organization and on occasion will access information provided by members to seek help in various aspects of its operation. If you do not want to be contacted by the organization you may wish to leave the occupation section blank.

Name: _____
First Initial Last

Address: _____
Street, Avenue, Blvd., Etc. Unit / Apt #

City: _____ Province: _____ Postal Code: _____ Please check here if you do not wish for the organization to contact you by email

TEL: Home _____ FAX: _____ email: _____

TEL: Work _____ FAX: _____ email: _____

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

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

MAAC Club Affiliation: _____

How did you hear about MAAC??

Friend Family Club Radio/TV Web Hobby Show _____ Hobby Shop _____

Catégorie d'intérêt (cochez la case appropriée)

- | | | | | |
|---|--|---|---|---|
| <input type="checkbox"/> Sport (just for fun) | <input type="checkbox"/> R/C Scale | <input type="checkbox"/> SAM (Society of Antique Models) | <input type="checkbox"/> R/C Scale Combat | <input type="checkbox"/> RC Float Plane |
| <input type="checkbox"/> R/C Open Combat | <input type="checkbox"/> R/C Boats | <input type="checkbox"/> Contol Line Precision Aerobatics | <input type="checkbox"/> R.C Precision Aerobatics | <input type="checkbox"/> Control Line |
| <input type="checkbox"/> R/C Helicopters | <input type="checkbox"/> Free Flight Outdoor | <input type="checkbox"/> R/C Scale Aerobatics | <input type="checkbox"/> Electric Aircraft | <input type="checkbox"/> R/C Pylon |
| <input type="checkbox"/> R/C Sailplane | <input type="checkbox"/> Free Flight Indoor | <input type="checkbox"/> R/C Jet <input type="checkbox"/> Turbine | <input type="checkbox"/> R/C Scale Sailplane | <input type="checkbox"/> R/C Car |
| <input type="checkbox"/> RC Indoor | <input type="checkbox"/> Rocket | <input type="checkbox"/> R/C Giant Scale | <input type="checkbox"/> FPV | <input type="checkbox"/> Multi-Rotor |

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

Declaration: I will report any incident without delay to the organization. I acknowledge that as a member I am responsible for \$500 of the insurance deductible when I have caused an incident to occur. (Should the incident occur at my club field, my club is responsible for half and I am responsible for the second half of \$500 towards the insurance deductible. The member/club portion of the deductible is payable to MAAC at the time of reporting the incident). I understand that engaging in air modeling activities may be dangerous. I have read and will abide by the rules and regulations that have been established, or will in future be established, by the Model Aeronautics Association of Canada. I understand that my failure to comply with the rules and regulations of MAAC may result in denial of my membership and/or in failure of insurance coverage. I also acknowledge that while operating a model aircraft in any of the 50 United States, insurance coverage will be provided by the Model Aeronautics Association of Canada and I will abide by both the AMA and MAAC Safety Codes. Where the two codes are in disagreement, the more stringent of the two shall apply. I will use only approved United States frequencies for radio control aircraft while flying in the 50 United States.

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

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Member Type	1 Year (2015) Jan 1 - Dec 31/15	16 Month (2015) Sep 1 - Dec 31/16	3 Year (2015) Jan 1 - Dec 31/17
ON, NB, NL			
Open Member (Includes magazine) <small>(18 years or over as of January 1)</small>	\$90.40	\$90.40	\$244.08 <small>(Canadian residents only)</small>
Junior Member (without magazine) <small>(Under 18 years as of January 1)</small>	\$11.30	\$11.30	N/A
Junior Member (Includes magazine)	\$23.73	\$23.73	N/A
PE			
Open Member (Includes magazine) <small>(18 years or over as of January 1)</small>	\$91.20	\$91.20	\$246.24 <small>(Canadian residents only)</small>
Junior Member (without magazine) <small>(Under 18 years as of January 1)</small>	\$11.40	\$11.40	N/A
Junior Member (Includes magazine)	\$23.94	\$23.94	N/A
NS			
Open Member (Includes magazine) <small>(18 years or over as of January 1)</small>	\$92.00	\$92.00	\$248.40 <small>(Canadian residents only)</small>
Junior Member (without magazine) <small>(Under 18 years as of January 1)</small>	\$11.50	\$11.50	N/A
Junior Member (Includes magazine)	\$24.15	\$24.15	N/A
BC, QC, MB, SK, AB, NT, YT, NU			
Open Member (Includes magazine) <small>(18 years or over as of January 1)</small>	\$84.00	\$84.00	\$226.80 <small>(Canadian residents only)</small>
Junior Member (without magazine) <small>(Under 18 years as of January 1)</small>	\$10.50	\$10.50	N/A
Junior Member (Includes magazine)	\$22.05	\$22.05	N/A

Membership Option Amount	_____
<input type="checkbox"/> I wish to make a donation to::	_____
Team Travel Fund	_____
Competition Fund	_____
Flying Field Protection Fund	_____
Public Relations	_____
Other (specify)	_____
Total	\$ 0.00
method of payment: <input type="checkbox"/> VISA <input type="checkbox"/> Mastercard <input type="checkbox"/> Cheque	
Card #	_____
Exp.: _____ / _____	
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Please allow 3 - 5 weeks for application to be processed October through April	



General Order Form / Bon de Commande Générale



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	Quantity/é	TOTAL
Decals: Wings/Ailes –Small/ Petit	_____	\$ 0.40 _____
Wings/Ailes –Medium/Moyenne.	_____	\$ 0.45 _____
Wings/Ailes –Large/Grande	_____	\$ 0.75 _____
All three/Tous les trois	_____	\$ 1.50 _____
Tri-colour/Cercle MAAC tricolore	_____	\$ 0.50 _____
Wings/Ailes – Large/Grande –Window/Fenêtre	_____	\$ 1.00 _____
Bumper Sticker / Autocollant pour pare-choc.	_____	\$ 2.00 _____
Pins/Épingles: Brass Lapel Pin/cuivre	_____	\$ 3.00 _____
Tri-colour Plastic Pin/tricolore plastique	_____	\$ 2.00 _____
Hat Pins/à chapeau (specify Qty/quantité).	_____	\$ 5.25 _____
_____ Pattern Pilot _____ Engine Collector _____ Speed Pilot _____ Combat Pilot _____ Sport Pilot _____ I Fly R/C		
_____ Soaring Pilot _____ Free Flight Pilot _____ R/C Widow _____ Pylon Racer _____ Stunt Pilot _____ Model Wife		
_____ Scale Pilot _____ Old Timer Pilot _____ Chief Mechanic _____ Quarter Scaler _____ Chopper Pilot _____ Rat Racer		
Namebadge / Insigne de nom (Namebadge orders may take up to 12 weeks to process) (specify name and club or location as it should appear - nom, club et/ou location).	_____	\$ 6.50 _____
Nom: _____ Club/Location: _____		
Misc.: MAAC Crest / Écusson du MAAC	_____	\$ 1.50 _____
Frequency Board/ tableau de fréquences	_____	\$ 6.00 _____
Warning Sign / pancarte d'avertissement	_____	\$ 5.50 _____
Cub Kit (minimum 5)	_____	\$ 3.50 _____
Medallions/ Médailles (specify Qty/ quantité).	_____	\$ 4.00 _____
_____ Gold/or _____ Silver/argent _____ Bronze		
10K Gold MAAC Ring/Bague en 10k (specify size/grandeur)		

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Dave Staples, of the Victoria Radio Controlled Modelers Society, poses with his 1/3 scale J3 Grasshopper at Mitchell Airpark. The model is scratch built with a strong western red cedar and door-skin airframe and balsa sheeted ailerons. The model is powered by a Zenoah G62 gas engine and is a great scale flyer.



Allan Abell, left, and George Garlock with their Flyline Bucker Jungmanns with decals denoting the 50th anniversary of the Saugeen RC Flyers Club. The models were modified to incorporate electric power, four ailerons, steerable tail wheel, and larger main wheels. AI donated his white Bucker to the club's annual fundraising funfly raffle to be held June 20th. The models have a 32 inch span and weigh 27.2 ounces.

Terry Faulkner, left, and Riley Graf launch their Radian gliders at the Kamloops Model Airplane Society's field.



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